

ASECAP PRESS RELEASE

Revision of the TEN-T guidelines

“Multimodality? Yes, but do we all understand it in the same way?”

ASECAP was invited to participate in the stakeholder consultation regarding the revision of the TEN-T guidelines, which was organized on 14 May 2012 by Mr. Koumoutsakos and Mr. Ertug, members of the European Parliament’s TRAN Committee and co-rapporteurs on the matter.

ASECAP Secretary-General Kallistratos Dionelis criticized the European Commission’s seemingly dogmatic concept of a “no-roads multimodality”, which gives a wrong signal by prioritizing excessively on other modes, leaving the construction and maintenance of roads fully out of forthcoming EU financing:

“Simply mixing roads that will have deteriorated in twenty years from now with other modes will surely not give the society a sustainable multimodal network”, the ASECAP Secretary-General commented.

Mr. Dionelis reiterated ASECAP’s commitment towards smart, green and socially-oriented mobility underpinned by a sustainable multimodal network:

“Multimodality is a long term program going beyond diverging micro-regional schemes, leading to a core EU network that needs to be financed, built and coordinated by a strong personality, acting as a single coordinator with the assistance of corridor coordinators. Of course multimodality needs to be defined with concrete well-measured terms following close cooperation between all transport modes under the coordination of the EU institutions.”

Moreover, Mr. Dionelis developed the ASECAP approach on parking and rest areas, questioning the untested idea of building such areas approximately every 50 km on motorways.



Without prejudice to the need for sufficient and appropriate rest and parking areas, the blanket provisions included in the European Commission's proposal present serious shortcomings, as they are arbitrary, fail to address the parking issue from a network perspective, do not take into account the motorway operators' existing or planned investments and fully disregard the related cost implications (including the users' readiness to pay for these services).

Closing his presentation, the ASECAP Secretary General added:

“ASECAP is looking forward to the establishment of a well-targeted “smart and green” EU transport infrastructure concept; such a policy should be the result of a thought-out and realistic scenario for a sustainable multimodal EU infrastructure network. In the current times of crisis we need to secure the high quality of well-managed and well-maintained roads throughout the EU. The TEN-T guidelines should as a minimum promote methods and schemes of innovative financing, apply the user-payer and polluter-payer principles and support the use of intelligent technologies – in particular the deployment of ITS – under real market conditions.”

Notes to Editors:

ASECAP is the European Association of Operators of Tolerated 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.

