

CONTRIBUTION OF TOLL CONCESSIONS IN THE EUROPEAN ECONOMY & SOCIETY



52,000 km
of motorways are
operating using tolling
systems

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. Huge investment is needed to build and maintain road networks and it has a significant impact on public budget.



64%
reduction of
fatality rate



Nevertheless, toll concessions are contracts signed between awarding administrations and concessionaire companies to build, operate and maintain road infrastructure without affecting member states public budgets and public deficits. This infrastructure is paid by users instead of tax-payers. As a result, public funds are made available to support and finance other public services.

€7 billion/year
concessionaire
companies investment

In ASECAP countries, about **52,000 km** of motorways are operating using tolling systems. Every year concessionaire companies invest more than **7 billion euros** to improve, enlarge and upgrade their motorway network. Furthermore, concessionaires face a yearly cost of **5 billion euros** in operation and road maintenance. Thus, by using the toll concession system, governments are saving every year more than **12 billion euros** that can be allocated to any other social priorities.



€12 billion
every year
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more than
€5 billion
per year generated
for VAT alone

In addition, **tolling activity generates a considerable fiscal return to the States**, in terms of VAT, corporate tax, personal income tax, territory tax, etc. It is estimated that in average **40%, but in some cases even close to 50%** of toll concessions turnover are taxes that **are returned to public treasuries**. Regarding **VAT alone**, toll concessionaires generate **more than 5 billion euros per year**.



50,000
ASECAP members
direct employment

On top of that, ASECAP members **employ** more than **50,000 people**, not including indirect employment.



€5 billion/year
in operation and
road maintenance

In terms of **traffic safety**, toll motorways are improving year after year. Close monitoring of the traffic, active information and warning campaigns, constant maintenance, efficient accident response are daily activities that toll concessionaires perform. Thus, from 2001 to 2016, **the fatality rate has decreased by 64% on the toll motorway network**.





In addition, toll concessions entail many **qualitative advantages** for administrations and citizens:

- Public ownership of infrastructure is preserved.
- Tolls allow internalization of road transport external costs.
- Tolls are a useful tool to modulate the traffic demand.
- Concessionaire companies have efficient and flexible management procedures, are profit-oriented and promote innovation and the use of technology.
- Toll concessionaires assume part of the risks related to the infrastructure (mainly the ones related to financing, building and operation).
- Construction of motorways can be done immediately without waiting for the availability of public resources.
- Good maintenance of the motorway is guaranteed and it does not depend on the yearly assignment of budget in the public funds.
- Tolls are based on fair and non-discriminatory principles as the “user pays” and “polluter pays” principles.

Tolls are not only a reliable mechanism to finance and manage **interurban** motorways but also a **sustainable system** to **guarantee the mobility in cities**. European cities are increasing in size and the population is concentrated in urban and peri-urban areas. Time for commuting, congestion, air pollution and noise are increasing in our cities. Fostered by digitalization, new mobility needs are emerging asking for new services : comodality, carpooling, car sharing, electromobility, long distance buses, autonomous vehicles....These new trends are pointing to a higher demand of mobility in the future.

Intelligent tolling in motorway access to cities (by modulating tariffs according to peak and rush hours, the occupancy of the vehicle, the air pollution emission, the traffic on parallel free roads, etc...) is a great solution to **improve mobility**, to **limit congestion** and pollution and to **generate revenue** that can be allocated to investing not only in the toll infrastructure itself, but also to extend public transport.

ASECAP is the European Association of Operators of Toll Road Infrastructures, whose members' networks today span more than 51.456,71 km of motorways, bridges, tunnels and other toll roads across 24 countries.

ASECAP's purpose is to defend and develop the system of motorways and road infrastructure in Europe applying tolls as a means to ensure the financing of their construction, maintenance and operation.

