

GREENING TRANSPORT...CAN YOU BE SUSTAINABLE IF YOU ARE NOT REALISTIC?

ASECAP and its members act responsibly towards "a realistic greener sustainability" simply because it is the right thing to do and ASECAP members are already integrating it into the sector's strategic plans.

ASECAP supports that Transport and Environment should lay in the centre of the EU policies. A Greener policy is a needed objective and a realistic road map must be identified and followed. Such a road map should be the result of a prudent cooperation among all the sectors involved.

Every action leading to greener policies, like the E. Commission's "Green Transport package", is in principle welcomed and it will be thoroughly scrutinized by all. However, as first reaction, it appears that the European Commission has proposed an incomplete set of ideas leading to a benchmark of diverging "environmentalisms" and additional elements are needed.

In their efforts towards a greener transport policy the E. Commission, the Council and the E. Parliament should always remember to address stepwise **all modes of transport and go beyond the road Eurovignette** directive, which proposes drastic changes in the road status-quo that need to be examined thoroughly, mainly in the present times of energy imbalances in the transport sector.

Time will be ahead to address the proposed 3rd version of the Eurovignette, starting with the elements contradicting the present Eurovignette in force that, if no action is taken, would have to change within three years. ASECAP and its members support concrete actions and not just talking about greener policies; as a result tolled motorways concessions already fully and efficiently apply the basic environmental concepts of the proposed directive and expect from the EU decision-making bodies a more realistic and detailed analysis on:

- the transport externalities;
- the calculation methodologies for internalizing external costs;
- the coexistence of time-related and distance-related charging schemes,
- the less arbitrary measurement of charging fees;
- the needed clarity and a better definition of the polluter-payer principle in relation to the use of collected revenues, offering to the society the opportunity to really apply tolling as the best tool to develop an harmonious, safe and efficient infrastructure network;
- the earmarking of collected revenues allocation to the real infrastructure needs without artificially & arbitrarily promoting alternative modes of transport, therefore imposing a dirigistic approach to the free-market;
- the ITS technologies to be implemented, mainly in the extremely complex Electronic Toll Collection (ETC) field.

As always ASECAP will follow closely the developments and will present in due time a detailed position paper on the Eurovignette issue.