

Road Info Digest

January 2008 – Issue N°1



**New address of ASECAP Offices:
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ASECAP – European Association of Operators of Toll Road Infrastructures

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In this issue:

EDITO

p.3

Shifting towards a realistic consultation mechanism used by the European Commission

ASECAP NEWS

p.4

- ASECAP welcomes a new member: the Association of Concessionaires and Operators in Ireland
- ASECAP Days 2008: visit the website and register now for the event!
- ASECAP has moved into new offices

ASECAP MEMBERS' ACTIVITIES

p.5

- **National Toll Roads** presents the Association of Concessionaires and Operators in Ireland
- **PE "Roads of Serbia"** has introduced toll payments with payment cards on toll stations in Serbia
- **Kapsch Telematic Services** wins award in the Czech Republic: Prize for the strongest dynamic growth for the operator of the Czech toll collection system

EU NEWS

p.8

EUROPEAN PARLIAMENT

- MEP Albertini's own-initiative report on Sustainable European transport policy
- Presentation of the study on new financial instruments for European transport infrastructures and services by Mr Marcel van de Broek, ECORYS

EU COUNCIL

- Slovenian EU Presidency programme in the field of transport

FORTHCOMING EVENTS IN THE ROAD SECTOR

p.11

EDITO

Shifting towards a realistic consultation mechanism by the European Commission

The European transport policy, based on the orientations delivered by the revised Transport white Paper of the European Commission, seems mature enough in moving finally towards a sustainable development.

Although a number of important steps are still to be undertaken, the policy makers have identified the basic ingredients of the newly coined term "co-modality", replacing the dogmatic "modal shift" obligation. The internalization of external cost, charging for the use of infrastructure, the user pays principle, the polluter pays principle, road safety management on the EU network, a new concessions' market framework, interoperable ITS schemes going beyond tolling and greener urban transport are important concepts that are well analyzed.

The road map is now shaped and incentives encourage both the public and private domains, operating under PPP schemes, to build the first bridges leading to opportunities of closer and fruitful cooperation. In parallel, hybrid consultation mechanisms are used by the EU institutions in an effort to offer to all the citizens the chance to intervene in the transport policy making process.

2008 could be the first year of a period where analyses and multiple alternative scenarios should come to an end, replaced finally by an (always more complex) synthesis of policy options.

ASECAP, together with a number of big European transport organizations, supports that this synthesis has 2 phases: in the first phase, the policy makers should only invite the involved stakeholders to co-examine openly the deployment side of the various proposals and the difficulties therein. Once the policy questions and answers have been identified, the EU should initiate the second phase inviting all the interested European citizens in an open consultation.

ASECAP belongs to the main transport stakeholders whose views reflect a vision of "realistic innovation" which is necessary when the legislators decide to move from the "transport research environment of laboratories" to the transport realism, leading society to growth and sustainable development.

ASECAP NEWS

ASECAP welcomes a new member

During its session of the Steering Committee held on 3 December 2007 in Amsterdam (The Netherlands), ASECAP welcomed one new *Full* member: **Association of Concessionaires and Operators in Ireland**.

National Toll Roads, that will represent the interests of the Irish Association within ASECAP bodies, has made a contribution in this issue of the *Road Info Digest* under the section "ASECAP Members' Activities".

ASECAP Days 2008: visit the website and register now for the event!

As you already know, the **2008 ASECAP Study and Information Days** will take place in Marrakech (Morocco) from **18 to 21 May 2008**.

The event will be hosted by the ASECAP Moroccan Associate member, Société Nationale des Autoroutes du Maroc (www.adm.co.ma).



The theme of the ASECAP Days 2008 will be ***European Road Infrastructures beyond the frontiers: market, competition and sustainable transport as competitive tools for the industry***.

The website of these ASECAP Days 2008 is now online. You will find all information needed, including the programme, hotel accommodation, flight details, the online registration form, etc. Please visit it at the following page:

<http://www.asecapmarrakech2008.ma/>

ASECAP HAS MOVED INTO NEW OFFICES

The ASECAP Secretariat has moved into new offices.

Please note our **NEW ADDRESS:**
15, rue Guimard, 1040 Brussels

Our **phone and fax numbers**, as well as all our **email addresses** remain **unchanged**.

If you wish to view on the map where the ASECAP offices are located, please go to the ASECAP website at: <http://www.asecap.com/english/contact.html>

ASECAP MEMBERS' ACTIVITIES

Association of Concessionaires and Operators in Ireland



By **Mr Ian Smith**, Head of Business Development & Engineering, National Toll Roads Ltd

At the ASECAP Steering Committee meeting in Amsterdam on the 3rd December 2007 an Association of Concessionaires and Operators in Ireland was accepted as an ASECAP Full Member. Kyran Hurley of National Toll Roads Limited has been appointed to represent the interests of the association within the ASECAP bodies.



The association, formed by the following entities:

- The Celtic Roads Group, a consortium comprising National Toll Roads, Royal BAM Group, Iridium Concessionaires, Dragados and Land Securities Trilium.
- Direct Route, a consortium comprising Lagan, Roadbridge, John Sisk, Strabag and KBR.
- EuroLink, a consortium comprising Cintra and SIAC.
- ICON, a consortium comprising FCC Construction, Itinere Infraestructuras and PJ Hegarty.
- National Toll Roads.
- MidLink M7/M8, North-Link M1 and SouthLink N25, operations companies owned by National Toll Roads, Ascon, Iridium Concessionaires and Land Securities Trilium.
- Transroute Tunnel Operations.
- Eazy Pass, an Independent Service Provider.
- Easy Trip Service Ireland, an Independent Service Provider.

brings together a wealth of national and international experience to represent the collective Irish interest in ASECAP.

The Irish Market

The Republic of Ireland extends to approximately 70,000 square kilometres which is a little under twice the size of the Netherlands or Switzerland. The country has the fastest growing population in Europe with a total of almost 4.5 million people of which 1.5 million reside in the Greater Dublin area. The total road network is around 93,000 kilometres of which about 5,500 kilometres are designated as national roads. Road infrastructure has historically been poor but has improved significantly in recent years as a result of the Celtic Tiger (1).

Tolled roads or Turnpikes existed in Ireland as far back as the 1700 and 1800 and were reintroduced in the 1980's with the award of the East-Link and West-Link concessions to National Toll Roads.

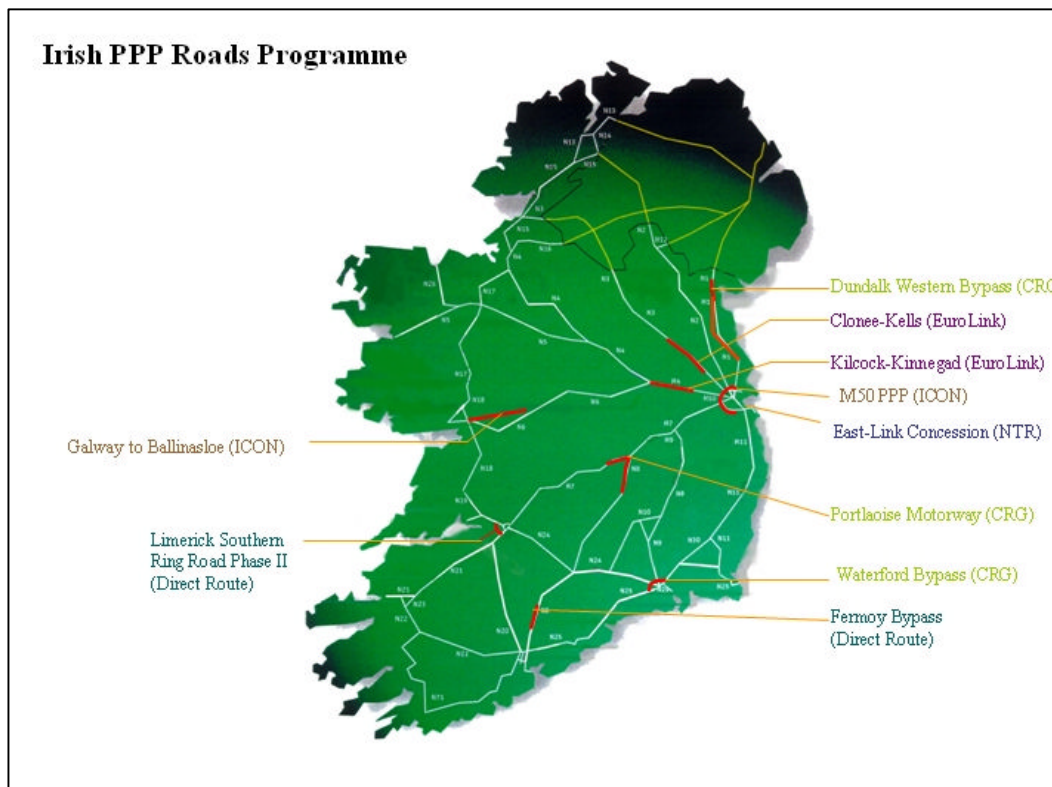
In 1999 the National Roads Authority of Ireland (NRA), a State body whose primary function is 'to secure the provision of a safe and efficient network of national roads' undertook a national road programme of 800 kilometers to improve the arterial routes linking Dublin with the other main centres of Ireland. In order to accelerate the delivery of the much needed infrastructure the NRA secured €2.1 billion of private sector funding through Public Private Partnership projects. These PPP projects rely on the collection of tolls. The schematic (see next page) illustrates the extent of the current toll network which, on completion in 2010, will extend to over 300 kilometers.

Electronic Toll Collection was introduced in Ireland by National Toll Roads in 2000 to alleviate capacity constraint issues on its East-Link and West-Link concessions. The system is barrier controlled and based on DSRC technology operating at 5.8 GHz. In 2005 the National Roads Authority procured the development of an Information Exchange to facilitate nationwide ETC interoperability. Full interoperability was implemented on the 12th June 2007 and has been very successful allowing an ETC customer with a transponder acquired from any of the Concessionaires or Independent Service Providers to use the device to pay toll at any toll plaza in the Republic. The function of the Information Exchange is to distribute transaction data from each plaza to the relevant transponder issuer for processing, to distribute consolidated transponder black and white lists to the plazas and to generate and distribute settlement statements at the end of each month. The contractual framework governing the transactions calls for each party to have an agreement with the Information Exchange and a Netting Agreement with each of the other parties. There are currently six transponder issuers in the market with approximately 130,000 transponders in circulation.

The next significant milestone regarding Electronic Toll Collection will be the introduction, by the NRA, of full Open Road Tolling on Dublin's M50 C-ring which carries close to 100,000 vehicles a day. This is due to go live in August 2008. The system will facilitate charging the road user via one of the fully interoperable ETC transponders or via number plate recognition technology. It is anticipated that the number of transponders in circulation will increase significantly as a consequence.

(1) The **Celtic Tiger** is a name for the period of rapid economic growth in Ireland that began in 1990 and ended by the years 2001-2002.

Website: www.ntr.ie/companies/roads/ntr-roads/default.asp



PE Roads of Serbia has introduced toll payment with payment cards on toll stations in Serbia



**PUBLIC ENTERPRISE
 ROADS OF SERBIA**

The practice of toll collection is raised to a higher level and harmonized with the standards of the developed countries and it can be performed with cards from the following programmes: MasterCard and Maestro, Visa, American Express, as well as domestic Dina card.

The possibility of paying toll with payment cards is available to users of all payment cards issued either by domestic or foreign banks. Toll can also be paid with business cards and, for the purpose of speeding up the procedure, the users are not obliged to sign POS bill.

At the moment, this is available to the drivers on main toll stations on the road network in Serbia, and during September it is going to be spread to other motorway parts, which will include more than 100 toll collection locations.

Short instructions for toll payment by cards, depending whether it is open or closed system, which both exist in toll collection in Serbia, are given below:

In the closed toll collection system:

- toll collection ticket has to be taken when entering motorway;
- when exiting motorway, toll can be paid at any collection lane, except for electronic toll payment lane;
- cashier collects indicated amount and performs authorization; if PIN is requested, driver has to enter its PIN;
- for security, bill and receipt (slip) from POS terminal should be collected, or not, if transaction was declined;
- slips do not have to be signed.

In the open toll collection system:

- when entering motorway toll is paid immediately, in accordance with price list visibly displayed on toll ramp;
- the rest of the procedure is the same as in the closed toll collection system (see the five points listed above)

The toll amount cannot be divided into two slips.

Please see above the map showing the toll stations that accept payment cards in Serbia

Website: www.dzp.co.yu



Kapsch Telematic Services wins award in the Czech Republic: Prize for the strongest dynamic growth for the operator of the Czech toll collection system

Kapsch Telematic Services (KTS) won the prize for the most dynamic growth in the country in the "Czech Top 100." KTS was able to surpass companies such as Aero Vodochody and Import Volkswagen Group.



This is the second time that the operator of the Czech toll collection system has won the "Dynamic Growth" award in the Czech Republic. This coveted prize was awarded by a Czech expert jury.

"We are very happy about this wonderful award. This is really the icing on the cake considering our successes in the Czech Republic over the last few years. Naturally, this will just spur us on to greater things," explains Karel Feix, Kapsch CEO in the Czech Republic. The expert jury took factors into account such as rate of turnover, revenue growth, number of employees and variety of business activities. Along with the award for the strongest dynamic growth, companies in other industries were also recognised (construction, IT, traffic and tourism/hotels).

KTS's flexibility and drive has proven itself in the Czech Republic, above all, because of the successful, timely setup of the lorry toll collection system under the most difficult conditions: because of the legal manoeuvring by competing companies who lost the bid, the time for the setup was very short - there was only nine months available for implementing this complex system. It is evident now that the revenue from the Czech toll collection system will most likely exceed the expectations of the client (estimated at CZK 1 billion).

Websites: www.kapsch-telematic-services.com/
www.kapsch.net

EU NEWS

EUROPEAN PARLIAMENT

MEP Albertini's own-initiative report on Sustainable European transport policy

Rapporteur Gabriele Albertini (EPP-ED, Italy) presented his own-initiative ***draft report on sustainable European transport policy, taking into account European energy and environment policies*** to the Committee on Transport and Tourism of the European Parliament.

This concise and well-balanced report, focus on the issue of internalisation of external costs, inter-modality and urban transport and is articulated along the three following strategic pillars: new technologies and innovation, pricing policies (tolling, taxation, incentives) and support measures. Moreover, it underlines the need to identify the priority areas to which concentrate the EU efforts, and namely on European corridors, urban zones and sensitive areas.

The report was generally warmly welcomed by MEPs as a synthesised and rather complete text that emphasize the pillars approach while keeping the same balance between them (mainly in highlighting that mobility is a main factor of progress and of citizen's freedom).

The European Commission also welcomed the report, highlighting its timely coherence with the EC's agenda (adoption of its *Green Transport initiative* foreseen for June 2008, dealing with the internalisation of external costs, or the Action Plan on Intelligent Transport).

The TRAN committee voted and adopted (January 22nd) by a large majority Mr Albertini's report.

19th February 2008: expected EP plenary vote

Sustainable EU transport policy, taking into account European energy and environment policies:

http://www.europarl.europa.eu/meetdocs/2004_2009/documents/pr/686/686915/686915en.pdf

Presentation of the study on new financial instruments for European transport infrastructures and services by Mr Marcel van de Broek, ECORYS

24 November 2007 - The transport and tourism committee had the opportunity to exchange views with Mr Marcel van de Broek (ECORYS) on the advantages offered by Public Private Partnerships in the financing of TEN-T related projects.

Initially Mr Broek presented the main elements of this study and surveyed the situation of the financial instruments available for TEN-T. He mentioned that the availability of private capital has grown significantly in the past years even though there are some major requirements to seize this opportunity of private capital:

- an appropriate legal and institutional framework
- a significant political will
- a simplified access to capital

The possible important role that the EIB or the World Bank could play in financing TEN-T projects was also emphasised.

Then, he stressed that new members states face difficulties to obtain EC funds and that cross-border projects are too complex. Finally, he reported the ECORYS recommendations: "shift in focus to private finance, focus on the Commission's financial instruments on guarantees, and promote facilitating instruments".

Most of the criticism expressed by MEPs focussed on the fairness of PPPs. "Privatisation of profits and socialisation of risks is not acceptable". Moreover, the problem of money laundering or the risk for parallel corruption activities was also mentioned. Other strong criticisms were addressed on the model originally implemented for the GALILEO enterprise.

In his answer to the MEPs concerns, Mr Broek underlined that the PPPs model allow the public sector not to take all the risks alone that the success or the failure of PPPs can only be assessed at the end of the contract, which is to say, in most cases, after 30 or 40 years.

EU COUNCIL

Slovenian EU Presidency Programme in the field of transport

- **Improving transport safety**

1. Reach an agreement on the proposal for a Directive on road infrastructure safety management.
2. Achieve progress on the proposal for the Directive on the cross border enforcement of controls and sanctions.

Both proposals could significantly contribute to improving road safety and, therefore, contribute to our common goal of considerably "reducing the death toll on Community roads".

- **Road Transport**

Examination of the proposal regarding:

1. Occupation of road transport operator
2. Access to the international road haulage market
3. International carriage of passengers by coach and bus

These are expected to bring benefits to the road transport market, reduce distortion of competition and administrative burdens, and improve social condition in the sector and to have a positive impact on road safety and the environment.

A quick agreement with the Parliament is needed on these three proposals.

- **Increasing the quality and interoperability of the European railways.**

1. Rail Safety Directive
2. European Railway Agency

- Conclusion of **agreements with the Western Balkans** countries in the transport areas.
Create a common Transport Area.

- **Energy and environment**

1. Discussion of the Directive on the promotion of clean road transport vehicles
2. Start a new discussion on the proposal on reducing CO2 emissions in new vehicles
3. Start discussing a proposal for a regulation on type-approval of hydrogen-powered motor vehicles
4. Adaptation of TEN - T to future needs while at same time respecting the necessary greening of the transport system

- **GALILEO**

1. Start to work on the legal basis with a view to adopting, in close cooperation with the ITRE and TRAN Committees of the EP, the Regulation on the further implementation of the satellite radio navigation programmes (EGNOS and Galileo).

Website of the Slovenian EU Presidency (1 January – 30 June 2008):

<http://www.eu2008.si/en/>

FORTHCOMING EVENTS IN THE ROAD SECTOR

■ **3rd international symposium on tunnel safety and security**, 12-14 March 2008 (Stockholm, Sweden) - www.sp.se/fire/istss2008

■ **Intertraffic Amsterdam 2008**, 1-4 April 2008 (Amsterdam, The Netherlands) – exhibition for infrastructure, traffic management, safety and parking - www.intertraffic.com/

■ **Transport Research Arena 2008 around the theme "Greener, Safer and Smarter Road Transport for Europe**, 21-24 April 2008 (Ljubljana, Slovenia) - www.tra2008.si/

ASECAP Information & Study Days 2008 on the theme *European Road Infrastructures beyond the frontiers: market, competition and sustainable transport as competitive tools for the industry*, 18-21 May 2008 (Marrakech, Morocco) - <http://www.asecapmarrakech2008.ma/>

■ **10th international conference on application of advanced technologies in transportation**, 27-31 May 2008 (Athens, Greece) - www.civil.ntua.gr/aatt/

■ **7th ITS in Europe congress and exhibition**, 4-6 June 2008 (Geneva, Switzerland) - www.ertico.com/en/

■ **2008 Toll Road Summit of the Americas**, 30 March-1 April 2008 (Buenos Aires, Argentina) - www.ibtta.org/Events/eventdetail.cfm?ItemNumber=2878

■ **76th IBTTA Annual Meeting**, 17-24 September 2008 (Baltimore, USA) - www.ibtta.org/Events/eventdetail.cfm?ItemNumber=2886

[Visit the ASECAP website to view more events!](#)



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The Road Info Digest is also available in French



ASECAP is the European professional Association of Operators of Toll Road Infrastructures. It gathers and represents 17 Full members (France, Italy, Spain, Portugal, Austria, Greece, Croatia, Hungary, Slovenia, Serbia, Belgium, The Netherlands, the United Kingdom, Norway, Denmark, Ireland and Poland) that manage a total toll network of around 26,000 km and 4 Associate members (Morocco, Germany, Slovakia and the Czech Republic). ASECAP's mission is to promote toll as the most efficient tool to finance the construction, operation and maintenance of motorways and other major road infrastructures.

ASECAP and its members are committed to:

- > *Exchanging information and experience, participating in research programmes and further developing and enhancing the direct "user payer" toll system as an instrument of a sustainable, safe and environmentally friendly transport policy.*
- > *Strengthening the efficiency of their networks and permanently improving the level of services provided to the European citizens, by keeping up with the latest technology developments and the best operational practises.*



European Association of Operators of Toll Road Infrastructures

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