

# ***Road Info Digest***

**June 2007 – Issue N°2**



---

**ASECAP – European Association of Operators of Toll Road Infrastructures**

***Seat of the Association:*** 3 rue Edmond Valentin – 75007 Paris

***Secretariat Offices:*** 47-51 rue du Luxembourg – 1050 Brussels

Tel 00 32 2 289 26 20 fax 00 32 2 514 66 28 e-mail [asecap@skynet.be](mailto:asecap@skynet.be) Internet [www.asecap.com](http://www.asecap.com)

# Road Info Digest

Issue N°2 - June 2007

---

## ***In this issue:***

**EDITO:** Message from Fabrizio Palenzona, new ASECAP President **p. 3**

**ASECAP NEWS** **p.4**

- ASECAP elects its new President
- 35<sup>th</sup> ASECAP Study & Information Days (Heraklion, 27-30 May 2007)
- ASECAP welcomes 3 new members!

**ASECAP MEMBERS' ACTIVITIES** **p.6**

- **ASFA:** Commercial launch of the ETC for trucks in France
- **ASETA:** Highlights on the Spanish motorway network
- **ASFINAG's** traffic model
- **Autostrada Wielkopolska:** Motorway concessions in Poland
- **Národná diaľničná spoločnosť:** ETC preparation in Slovakia
- **Kapsch Telematik Services**

**EU NEWS** **p.11**

### **EUROPEAN PARLIAMENT**

- Directive on Road Infrastructure Safety Management
- Open Letter in Support of Higher Safety Levels on Europe's Roads
- Mid-term Review of the White Paper on Transport Policy:  
adoption of Mrs Barsi-Pataky's report

**FORTHCOMING EVENTS IN THE ROAD SECTOR** **p.14**

## EDITO

### Message from Fabrizio Palenzona, new ASECAP President



I have been very honoured by the ASECAP members' unanimous decision of having entrusted me as ASECAP President. I particularly thank my predecessor, Mr. João Bento, ASECAP Honorary President and Mr. Kallistratos Dionelis, ASECAP Secretary General, and his staff, for having strongly contributed in positioning the Association as a respected and reliable European organization.

I am committed in ensuring the proper continuity in the action lines carried out so far, that brought ASECAP far away, making the Association well sound within the European context. As for the main guidelines I shall be committed to during my mandate, the actions on the important European legislative initiatives envisaged or initiated (on PPP and concessions, on external costs and tariffs, on safety and so on) will of course be a must for ASECAP in the next two years.

ASECAP and its President are strongly engaged in developing the sensitive task of matching the concessionaire companies' interest with the public interest, being the latter definitely linked to the Motorway network and, in general terms, to mobility.

This is why ASECAP believes in Europe and in the importance of those initiatives aimed at "sewing" little by little the European *patchwork*, thus creating the right level of harmonisation able to respect the specific characteristics of the EU Member States and, at the same time, building a real European Union without internal barriers.

In order to reach such objective, the balance between the EU Institutions (Parliament, Commission and Council) it is essential, because the cooperation amongst these three Institutions can and has to be a force for the EU.

Moreover, the EU Institutions take into a particular account their relationship with the stakeholders, sometimes called "lobbyists" in a negative meaning. Well, ASECAP and its members play the role of lobbyists, but in a positive and proactive way. In this framework, it is very important to bear in mind the need to "respect" each other's role and to respect the other's opinion, because only this respect can lead to a fruitful cooperation.

This is the spirit of the position expressed by ASECAP to the 2006 EC proposal of reviewing the White Paper on Transport Policy. EC White Paper is important and it is also important the wish to up-to-date it after five years from its adoption, according to the developments occurred in the recent years in the European Transport sector. This procedure seems to be completely correct and it is fully shared by ASECAP. Maybe it should have been called "White Paper on Transport, Logistic and their Financing", because these items are strictly interconnected between them. If Transport and Logistic are naturally integrated between them, also under a technical point of view, they need as well to be integrated with the financing policies, because, as we all know, public financial resources at present available are not sufficient and they are undoubtedly inferior to the real needs.

Talking about financing leads us to recall the above mentioned idea of "respect" and to the idea of "rules". Respect rules: in fact, finding financial resources means, as correctly says the European Union, asking the support of the private sector. But, if we use the private sector in order to finance infrastructures, we have also to guarantee a clear respect of the different roles, a clear respect of shared rules and legal certainty, all elements required in order to cover the development of long-lasting projects.

Moreover, the respect of citizens' needs is not only the respect for road network users, but also the respect for those who are also clients and financing actors of those entities which are called to co-finance networks' development. At the end of the game, all the parties have to give each other the proper guarantees. As a result of a correct co-operation process, the European citizens will be able to enjoy a seamless network, having high levels of safety, reliability and services, presumably at the lower possible cost for the tax-payers.

ASECAP is particularly engaged in supporting the European initiatives, in monitoring the development processes and contribute in shaping the European basic knowledge on issues with a very high priority on the EU agenda, such as safety, the evaluation of transport external costs and the operations' optimization through the so-called ITS (Intelligent Transport System).

Hoping to continue the fruitful cooperation between the ASECAP Members and to keep the high quality level of reliability that ASECAP gained in Europe during the last years, I wish you a pleasant reading of this issue of the *ASECAP Road Info Digest*.

**Fabrizio Palenzona**  
**AISCAT and ASECAP President**

## ASECAP NEWS

### ASECAP elects its new President

During the last meeting of the ASECAP Steering Committee held in Heraklion (Crete, Greece) on 27 May 2007, **Mr. Fabrizio Palenzona** from AISCAT has been unanimously elected as new ASECAP President for the period 2007-2009. (See the above editorial from the new President)

The former ASECAP President, **Mr. João Bento**, has been elected as ASECAP Honorary President.

As ASECAP Vice Presidents have been elected:

- **Mr. Panagiotis Delimitis** (TEO, Greece)
- **Mr. José Luis Feito** (ASETA, Spain)
- **Mr. Henri Stouff** (ASFA, France)

\*\*\*\*\*

### 35<sup>th</sup> ASECAP Study & Information Days (Heraklion, 27-30 May 2007)

The 35<sup>th</sup> edition of the annual ASECAP Study and Information Days took place in Heraklion (Crete, Greece) from 27 to 30 May 2007 and was hosted by the Greek ASECAP member TEO. The event that brought together more than 500 participants focused on ***The Revised Transport White Paper and the role of the Motorways' management as a premise for mobility and growth in the future Europe.***



The event opened with the main political session of the first day, chaired by ASECAP President, Mr. João Bento. A prestigious panel, composed of Mr. Paolo Costa, President of the European Parliament's TRAN Committee, Mr. Enrico Grillo Pasquarelli, Director of Directorate E (Inland Transport) of the European Commission's DG TREN, Mr. Fabrizio Palenzona, AISCAT President, Mr. Henri Stouff, ASFA President, and Mr. José Luis Feito, ASETA President, discussed about the revised EU transport policy and the new co-modality principle and its implications in the sector of transport infrastructures.

The 3<sup>rd</sup> political session was chaired by the ASECAP General Secretary, Mr. Kallistratos Dionelis. During this session, Mr. Dionelis gave an overview of the EU developments over the last year and presented, in particular, the activities of the 3 permanent ASECAP Committees (1) related to the EU environment.

Part of the afternoon of 28 May and the morning of the 29 May were dedicated to 3 technical sessions where experts from the road operators companies presented their experiences and expertise on the following 3 technical issues:

- Optimizing road engineering for improved safety
- The role of VII (2) in motorways' operations: best practices and future developments
- Grantor and concessions relations in building financing and operating a European road network: indicators of quality

The afternoon of 29 May was dedicated to a technical and political debate on the latest EU developments concerning the EETS (3), the future ETC (4) orientations and CESARE IV (5) objectives. During this interactive session, chaired by Mr. Jean Mesqui, ASFA Executive Director and Chairman of ASECAP's COPER I, the following representatives exchanged their views: Mr. Charles Surmont and Mr. Philippe Hamet from the European Commission's DG TREN, Mr. João Pecegueiro (BRISA), Chairman of the CESARE IV Steering Committee, Mr. Jan Tierolf (Dutch Ministry of Transport), Chairman of the Stockholm Group, Mr. Anton Sieber (ASFINAG), member of the CESARE IV Steering Committee, and Mr. Klaus Philipp (AGES International GmbH), Chairman of the EC Expert Group 7 on the role of Financial Institutions of EETS.

The 35<sup>th</sup> ASECAP Days were a great success and ASECAP addresses its warmest thanks to all the participants and delegates who have contributed to it!

- The **oral and written presentations** of the ASECAP days are available on the ASECAP website at: [www.asecap.com/english/pubinf-contributions-en.html](http://www.asecap.com/english/pubinf-contributions-en.html)
- The **ASECAP members' National Reports** that were presented on this occasion can also be found on the same ASECAP webpage.

## **ASECAP DAYS 2008: BLOCK YOUR DIARY NOW!**

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](http://www.adm.co.ma)).

- (1) *COPER I is the ASECAP permanent committee dealing with tolling and charging issues  
COPER II is the ASECAP permanent committee dealing with environmental and safety issues  
COER III is the ASECAP permanent committee dealing with intelligent transport systems*
- (2) *Vehicle-to-infrastructure integration*
- (3) *European Electronic Toll Service*
- (4) *Electronic Toll Collection*
- (5) *CESARE (Common Electronic Fee Collection System for an ASECAP Road Tolling European Service) is a 4-phased project set up by ASECAP with the intention of specifying, designing, developing, promoting and implementing a common interoperable Electronic Fee Collection System (EFC) on European toll roads*

## ASECAP welcomes 3 new members!

During its session of the Steering Committee held on 19 March 2007 in Birmingham (United Kingdom), ASECAP welcomed 3 organisations as new ASECAP members: **Autostrada Wielkopolska** (Poland) has become a *Full* ASECAP Member representing the interest of the Polish concessions in ASECAP, while **Národná diaľničná spoločnosť, a.s.** (Slovak Republic) and **KAPSCH Telematik Services** (Czech Republic) have become *Associate* Members.

Each of the 3 new ASECAP members has made a contribution you will find in the section "ASECAP Members' Activities".

---

## ASECAP MEMBERS' ACTIVITIES

### ASFA: Commercial launch of the ETC for trucks in France



The extension of the electronic toll payment service, decided in 2004, has been developed within the framework of the European interoperability of electronic toll payment systems which is one of the major objectives of the motorway concession-holders, as demonstrated by their active participation in the CESARE III project (1). This project completed in September 2006 has made it possible to submit proposals to the European Commission on interoperability from a technical, organisational and contractual point of view.

For the implementation of this new service, the motorway companies wanted to start implement the highest standards from the outset in order to prepare for European Interoperability:

- The technical systems comply with the standards laid down in the European directive and can accept badges satisfying the same standards issued in other countries.
- An innovative contractual context has been created, since for the electronic toll payment service for heavy goods vehicles, the functions of motorway service providers have been split between the concession-holding companies, which are responsible for the technical aspects, and the contract "issuing" companies, which are responsible for marketing subscriptions.

### Three issuing companies have already been approved

The ASFA Committee on Electronic Toll Payment Committee composed of representatives of the motorway companies has approved three issuing companies for the initial issuing of badges to hauliers.

Other issuing companies are due to be approved within the coming months at a rate in line with the contractual agreements concluded with the motorway companies.

In this new organisational structure, the roles between the different parties involved in the electronic toll payment system are clearly separated and prefigure the organisation of the European electronic toll service (EETS) specified in Directive 2004/52 of the European Parliament and Council.

### The fundamental services of the electronic payment system for heavy goods vehicles

- The badges are designed for use everywhere in France and eventually in all European countries using DSRC technology.
- Special lanes are reserved for heavy goods vehicles at tollgates.

- Hauliers will pay their tolls via a monthly invoice, irrespective of the network used, initially in France and in the short-term for journeys across the whole of Europe.
- The issuing companies will be able to offer additional services (recovery of VAT, fleet management, fuel, etc.).

The heavy Goods Vehicles electronic toll payment system is fully operational since January 1st. Wide-scale tests in real conditions (included equipping the reserved lanes, developing protocols for exchanges of information) have been completed for several months in order to be ready to offer the service. A large-scale commercial launch has been made on May 2nd for more information: [www.tis-pl.eu](http://www.tis-pl.eu)

(1) Common Electronic Fee Collection System for ASECAP Road Tolling European Service

**Website:** [www.autoroutes.fr](http://www.autoroutes.fr)

\*\*\*\*\*

## **ASETA: highlights on the Spanish motorway network**

Earlier this year two important network-related events took place in Spain. The first one is the aperture of a new toll motorway operated by Autopista de la Costa Cálida (C.E.A.S.A) at the end of March.

This concession, a 114 km long stretch linking Cartagena and Vera in southeastern Spain, connects with the existing toll motorway Alicante-Cartagena in the AP-7 Mediterranean corridor. Thus the total Spanish toll motorway network in operation reaches 3,213.57 km.

The second one is the inauguration of a third tunnel in the Villalba-Adanero toll motorway near Madrid, reducing traffic congestion of this section. This 3,148 m long tunnel is equipped with the most advanced ITS and fulfils all requirements from the Directive 2004/54/CE.



Regarding the Spanish nationwide interoperable system, VIA-T, 840,732 OBUs were accounted for in March, involving a 3.5% monthly increase. In terms of means of payment, VIA-T is growing steadily up to 30.5% of total transactions whereas cash payment are experiencing a progressive reduction down to 27.5% of total. Credit cards are still the most important means of payment, accounting for 42% of total.

Kapsch's OBU TS3203/10A has been approved to operate in the VIA-T context. Currently Q-Free's OBU MD 5884 is under the last phase of the validation procedure.

Negotiations with Via Verde Portugal are on their way in order to reach an interoperability agreement between the two national ETC systems VIA-T and VIA VERDE PORTUGAL.

**Website:** [www.aseta.es](http://www.aseta.es)

\*\*\*\*\*

## ASFINAG's Traffic Model

With the new adoption of ASFINAG's traffic model, a possibility is created to implement the traffic forecast calculations. They serve as measures for appraisal of strategic network planning of motorways and expressways but as well as for the traffic interdependencies with the secondary road network and with other common carriers.

# ASFINAG

For further planning such as sustainability and financing, the traffic forecasts represent important input parameters. For Austria - located in the heart of Europe - the international cooperation in this field is very significant. Therefore, ASFINAG is greatly interested in knowledge and experience exchange with other ASECAP members.

**Website:** [www.asfinag.at](http://www.asfinag.at)

\*\*\*\*\*

## Autostrada Wielkopolska: Motorway concessions in Poland

**Autostrada Wielkopolska** represents the interests of 3 Polish Concessionaires (Gdańsk Transport Company, Stalexport Autostrada Małopolska and Autostrada Wielkopolska) in the ASECAP bodies. You will find hereafter the profile and activities of the 3 Polish concessionaires.



By **Mrs Lidia Szyfter**, Project Director, Autostrada Wielkopolska S.A., Poland

To meet transportation needs of a developing economy after system transformation in 1989 the Polish Government commenced execution of a national Motorway Construction Programme. Legislative and organizational works started with a view to execute the Programme, the target Motorway and express road system was defined as was the financing strategy in traditional system and concession system and the Agency for Construction and Operation of Motorways responsible for Programme preparation and implementation was founded. Due to numerous changes of government, execution concepts, and considerable changes in the law, the assumed motorway construction programme has not been executed.



**Autostrada Wielkopolska S.A.** is registered in Poznań. It was established in 1993 as the first company in Poland with an objective to finance, develop and operate A2 Toll Motorway. In 1995 Autostrada Wielkopolska S.A. took part in a tendering procedure for the development and operation of A2 Toll Motorway and was awarded with a concession to develop the motorway from **Świecko** (boundary with Germany) to **Stryków**. In 1997 a Concession Agreement was signed. Then, once the financial conditions, the scopes and the time limits were agreed, financial close was achieved in 2000 for the section from Nowy Tomyśl to Konin. By executing contractual obligations within the limits of the assumed budget and within the time limits the following elements were subsequently developed and put in operation: upgraded section from **Września** to **Konin** (48 km) in 2002, new motorway on the section from **Poznań** to **Września** (38 km) in 2003 and the section from **Nowy Tomyśl** to **Poznań** (50 km) in 2004.

In 2003 the Company took over 13.3 km of motorway on Poznań by-pass for operation, which was excluded from concession development and executed by the State Treasury. Currently the Company operates and manages 149 km of motorway, 12 Passenger Service Areas, 3 Toll Plazas, 3 Maintenance Depots and safety devices and motorway operational equipment.

Since 2004 the Company has been conducting negotiations with the Polish Government aimed at setting the commercial conditions and the financial plan to execute the section from **Świecko** to **Nowy Tomyśl** (105 km). The section from Konin to Stryków was executed by the State Treasury and open to traffic in the year 2006.

The construction of A2 Motorway is a key element for the development of road infrastructure in Poland and forms part of trans-European transportation corridor.

**Website:** [www.autostrada-a2.pl](http://www.autostrada-a2.pl)

**Stalexport Autostrada Małopolska S.A.**, which is registered in Katowice, is a Concessionaire of a 61 km toll section of A4 Motorway. In 1997 the Stalexport S.A. was awarded with a concession to develop a toll motorway by means of adapting A4 section from **Katowice** to **Krakow** to toll motorway standards and operate the section. In 2004 the Concession was transferred to Stalexport Autostrada Małopolska S.A. During the first phase of the project Motorway Maintenance Depots, Emergency Road Telephone Network, 2 Toll Plazas and 4 Passenger Service Areas were constructed. In April 2000 toll collection started. As of 2003 further stages of works have been executed. The investment programme covers: rehabilitation works on 53 bridge facilities, pavement rehabilitation on 61 km, construction of environmental protection equipment (noise barriers, green bridges), works dealing with motorway drainage, construction of lower class Passenger Service Areas and rebuilding of 2 motorway interchanges. In 2004 a Motorway Police Station was launched.

In 2005 the Company signed a credit agreement for a term of 15 years to cover the costs of the investment programme which transpired from the scope of the Concession Agreement.

**Website:** [www.autostrada-a4.pl](http://www.autostrada-a4.pl)

**Gdańsk Transport Company** has its head office in Gdańsk. The Company was established in 1996 with a view to execute the northern section of A1 Motorway and it holds a concession to finance, design, develop and operate a part of the motorway on the 152 km section from **Gdansk** to **Toruń**. The concession was awarded in 1997. In view of a lack of project feasibility under a BOT system, a need to change the method of financing, changing provisions of the Law on Toll Motorways and many years' negotiations caused by changing concepts, the final framework of that project was agreed in 2004. In September 2005 financial close was achieved for the first stage of the project – 90 km section from **Rusocin (Gdańsk)** to **Nowe Marzy**. Construction will be completed in 2008. The project is financed by the European Investment Bank and Nordic Investment Bank in a system of "availability payments".

A commercial agreement has not yet been reached regarding the remaining concession section of A1 **Nowe Marzy – Toruń**.

**Website:** [www.a1-autostrada.pl](http://www.a1-autostrada.pl)

\*\*\*\*\*

## Národná diaľničná spoločnosť : ETC preparation in Slovakia

By **Ing. Igor Choma**, General Director and the Chairman of the Board of Directors, *Národná diaľničná spoločnosť, a.s. (NDS)* (National Motorway Company), Slovak Republic



Národná diaľničná spoločnosť, a.s. (National Motorway Company) is dealing with a huge number of steps for the preparation of electronic toll collection (ETC). At the end of last year, the Slovak Republic took the first step which was the approval of the Act on Electronic Toll Collection (Act No. 25/2007).

ETC in Slovakia will also be governed by a Regulation of the Government of the Slovak Republic regulating toll rates. Decrees of the Ministry of Transportation, Posts and Telecommunication defining the tolled road network and detailed conditions regarding ETC are being prepared. It is very important to take all these steps because *Národná diaľničná spoločnosť, a.s.* is currently preparing a tender to choose an ETC service provider. An evaluation of the tender and the signature of the contract are expected at the end of the year 2007. The construction and testing of the ETC system are planned during the year 2008.



The start-up of the ETC system is scheduled on 1 January 2009. It is presumed that the ETC system will be perfectly operated at that date.

Tolled vehicles are classified according to vehicle category, the number of axles and emission class. Toll rates according to road classes are divided into two classes. Motorways and expressways are in one class and 1st class roads in the other one.

The total length of the tolled road network is about 2,400 km. The toll rate for urban areas of this network will be tolled 0,- Sk/km.

**Website:** [www.ndsas.sk](http://www.ndsas.sk)

\*\*\*\*\*

## Kapsch Telematik Services

By **Mr. Josef Czako**, Director International Business Development, KAPSCH



The history of Kapsch began in 1892 when the company was founded in Vienna, Austria by Johann Kapsch as a fine mechanical workshop, producing equipment for data transmission.

The specialisation on road traffic telematics started in 1991. The foundation of the company's expertise lay in system integration of traffic control systems for road with an ever-growing expertise in road user charging systems.

As a result of the restructuring of the Kapsch Group in 2002, Kapsch TrafficCom was established as an independent subsidiary. In the following years the international network was expanded and today incorporates subsidiaries and representatives across the globe - in Argentina, China, Croatia, Czech Republic, France, Hungary, Italy, New Zealand, Slovakia, South Africa, United Kingdom, United States of America.

Our portfolio: Toll Systems, Access and Payment Systems, Traffic Surveillance and Traffic Safety, Urban Traffic Solutions, System Operation and Central Systems.



In 2005 Kapsch decided to supplement this important future business area with its operator role and open up new horizons. Initially, the main task of the new company – Kapsch Telematic Services - is therefore to define meaningful services and then market these services itself. Business is conducted in close cooperation with Kapsch TrafficCom AG – and with the extensive know-how of its partner BRISA.

Kapsch Telematic Services GmbH Austria has its headquarters in Vienna, the company performs a holding function for companies that have already been founded, such as in the Czech Republic.

**Website:** [www.kapsch.net/](http://www.kapsch.net/)

---

## EU NEWS

### EUROPEAN PARLIAMENT

#### Directive on Road Infrastructure Safety Management

The TRAN committee has rejected by a short majority the European Commission's proposal for a «directive on road infrastructure safety management», arguing inter-alia that the directive is unnecessary, since it would not provide any added value and would cause red tape at odds with the principle of better lawmaking.

Given the sensitivity of road safety as a social priority, the EU transport institutions were surprised by the negative outcome of the TRAN committee vote. After having submitted concrete proposals on the safety auditing, risk definitions and common safety guidelines to amend the draft directive for a clearer and more "safety" efficient policy, ASECAP remains always ready to continue working with the policy makers. In this context, ASECAP invites both the European Commission and the European Parliament to re-open a constructive dialogue considered as the necessary step in order to pursue the legislative process and finally adopt a technically sound and effective directive.

Under the above considerations, ASECAP together with all the main stakeholders addressed to the EU institutions an "open letter in Support of Higher Safety Levels" (see next page) which delivers a clear political message calling for an improved and structured dialogue between all the interested parties, and mainly the stakeholders directly involved and operating in this field.

**Agenda:** July's plenary session (9<sup>th</sup>- 12<sup>th</sup> July 2007): European Parliament's vote on the proposal for a Directive on road infrastructure safety management

#### **See also:**

- **ASECAP press release on the TRAN committee's vote:**  
[www.asecap.com/english/index.html](http://www.asecap.com/english/index.html) - (see press release *ASECAP Press Release on Road Safety, 2007/3* and is available on the ASECAP website's homepage under the **ASECAP News** section)
- **ASECAP position on the directive on road infrastructure safety management:**  
[www.asecap.com/english/index.html](http://www.asecap.com/english/index.html) - available on the ASECAP website's homepage under the **ASECAP News** section

## An Open Letter in Support of Higher Safety Levels on Europe's Roads

---

We, the undersigned organisations (representing a broad range of road users, road safety organisations, public authorities, infrastructure operators and industries), welcome the proposal for a Directive on Road Infrastructure Safety Management, as being part of the “integrated approach to road safety” (linking the users, the vehicle and the infrastructure aspects) and a step in the right direction to reach the EU’s objective of halving the number of deaths on European roads by 2010.

**We therefore invite the European Parliament** (whose Transport Committee rejected the proposal during its meeting of June 5<sup>th</sup>) **to carefully re-examine the content of the European Commission’s proposal and we urge all MEPs and the European Commission to re-open a direct and frank debate in order to clarify current misunderstandings, better explore areas for consensus and consequently adopt the proposed directive.**

In our view, this proposal does not contradict the Better Regulation Agenda, as it does not introduce any extra costs or further administrative burden on those Member States which already boast good safety records, but provides a clear added value for enhanced road safety on road sections in need of improvement, and mainly in those new Member States that could gain major benefits from the implementation of this directive. **Accepting a constructive approach and a further examination of the directive would send a strong and positive message to all European citizens, at a time when road safety has become a priority within the European Union’s agenda.**

Based on the above considerations, we underline that, in order to analyse all the parameters affecting road safety and successfully meet the EU’s safety targets, a continuing and transparent dialogue, gathering all 27 Member States, the European Parliament, the European Commission, **as well as the relevant stakeholders whose task consists of providing policy-makers with expertise and background information**, is needed in order to reach the consensus that is essential for the common interest of Europe’s society.

---

*Please read a **background information paper** on the proposed Directive at [www.saferoads.eu](http://www.saferoads.eu)*



European  
Union Road  
Federation



International  
Road  
Federation



Fédération  
Internationale  
de  
l'Automobile



Federation of  
European  
Motorcyclists'  
Associations



Association  
Européenne des  
Concessionnaires  
d'Autoroutes et  
Ouvrages à Péage



Association des  
Constructeurs  
Européens de  
Motocycles



Association des  
Constructeurs  
Européens  
d'Automobiles



European  
Asphalt  
Pavement  
Association



Confederation  
of  
Organisations  
in Road  
Transport  
Enforcement



Association of  
European  
Vehicle  
Logistics



Cities and  
Regions  
networking for  
Innovative  
Transport  
Solutions



International  
Road Transport  
Union  
International Road  
Transport Union



European Transport  
Safety Council



International  
Federation of  
Pedestrians

## **Mid-term Review of the White Paper on Transport Policy: adoption of Mrs Barsi-Pataky report**

Etelka Barsi-Partaky's (EPP-ED, Hungary) own-initiative report on the mid-term review of the Commission's Transport White Paper was adopted by the TRAN committee of the European Parliament by a large majority (31 votes in favour, 4 abstentions and no votes against).

The report reflects the European Parliament's general support for the Commission's Revised White Paper that is a realistic step to the right direction and addresses **co-modality** as the new main EU's objective of its transport policy while maintaining the concept of "modal shift" as a possible tool chosen and not arbitrarily imposed for reducing the environmental impact of transport. The report also stresses the need for a rapid completion of the TEN-T network as the prior condition to make better use of all the different transport modes and to optimize their complementarity.

Inviting the European Commission to work on fields such as short sea shipping, the so-called Motorways of the Sea, and on programmes such as SESAR, ERTMS, Marco Polo and Naiades, MEPs have also underlined the need to fully implement the directive on the interoperability of electronic road toll systems in the Community and to come up with a report on this before the end of 2007.

The report asks the Commission to develop a transparent and comprehensible model for the assessment of all external costs in the transport sector.

The Plenary vote, to be held in July, will confirm the vote of the TRAN's committee.

Timetable foreseen: 9-12 July: adoption in plenary

---

## FORTHCOMING EVENTS IN THE ROAD SECTOR

- **IRF Conference on Road Infrastructure Financing in CEECs**, 10-11 September 2007 (Vienna, Austria) - [www.irfnet.org](http://www.irfnet.org)
  
- **23rd World Road Congress**, 17-21 September 2007 (Paris, France), organised by the World Road Association (PIARC) - [www.paris2007-route.fr/index.php?lang=en](http://www.paris2007-route.fr/index.php?lang=en)
  
- **2007 European Transport Forum**, 18-20 September 2007 (Brussels, Belgium), organised by Volvo Group and Forum Europe - [www.europeantransportforum.eu/](http://www.europeantransportforum.eu/)
  
- **75th IBTTA Annual Meeting & Exposition**, 6-10 October 2007 (Vienna, Austria) - [www.ibtta.org](http://www.ibtta.org)
  
- **European Transport Conference**, 17-19 October 2007 (Noordwijkerhout, The Netherlands), organised by the Association for European Transport and the Dutch Ministry of Transport, Public Works and Water Management - <http://abstracts.etcproceedings.org/>
  
- **Promoting PPP investments in CEE**, 29-30 October 2007 (Budapest, Hungary), interactive roundtable conference organised by the European PPP Center (EPPPC) - [www.epppc.hu/index.php?menu=82&menunev=Conferences&tipus=cikkek](http://www.epppc.hu/index.php?menu=82&menunev=Conferences&tipus=cikkek)
  
- **EuroRoads 2007**, 5-8 November 2007 (London, United Kingdom), organised by Terrapinn Ltd. - [www.terrapinn.com/2007/euroroads](http://www.terrapinn.com/2007/euroroads)
  
- **Road Safety and Simulation 2007**, 7-9 November 2007 (Rome, Italy), international conference organised by the University of Rome - [www.rss2007.org/](http://www.rss2007.org/)

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



**Design/production:** ASECAP

**Photo/logo credits:** ASECAP, ASFA, AISCAT, ASETA, ASFINAG, TEO, SUNDBAELT, Autostrada Wielkopolska, Stalexport Autostrada Małopolska, Gdańsk Transport Company, Národná diaľničná spoločnosť, Kapsch Telematik Services

**Managing Editor:** KALLISTRATOS DIONELIS

**Editors:** CAROLE DEFOSSE / ERICH CUAZ

**Other contributors:** AISCAT, ASFA, ASETA, ASFINAG, Autostrada Wielkopolska, Národná diaľničná spoločnosť, Kapsch Telematik Services

**Editorial deadline:** 29 June 2007

**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 16 Full members (France, Italy, Spain, Portugal, Austria, Greece, Croatia, Hungary, Slovenia, Serbia, Belgium, The Netherlands, the United Kingdom, Norway, Denmark 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

**Head Office** 3, rue Edmond Valentin - 75007 Paris

**Secretariat Offices**

47-51, rue du Luxembourg - 1050 Bruxelles

Tel: 0032 2 289 26 20 - Fax: 0032 2 514 66 28

[www.asecap.com](http://www.asecap.com) - E-mail: [asecap@skynet.be](mailto:asecap@skynet.be)

