



*Association Européenne des Concessionnaires
d'Autoroutes et d'Ouvrages à Péage*

**A manifesto on
Concession Model in Europe:
A Key Element for a sustainable,
efficient and safe road transport network**

Hosted by Georgios KYRTSOS, MEP



**Member of the Committee on Economic and Monetary
Affairs (ECON)**

European Parliament - Members' lounge salon

9th November 2016

ASECAP BRIEFING

During the second half of the last century, European countries started to build their high road capacity network. The scarcity of public funds obliged them to use toll concession schemes, an idea that some European countries had already tested in the period 1920-1940 in order to boost the financing of motorways and to transfer payment for use of this facility to the user as the final beneficiary of this public service.

This model has many advantages for citizens and public administrations and has now become a reference worldwide.

After more than 50 years of toll road operation, many lessons have been learned. The most important one is that the model works perfectly and is fully reliable as far as guaranteeing legal stability and flexibility are concerned.

Today, as the social and macroeconomic scenarios have radically changed, Europe still needs substantial investment to complete, maintain and upgrade its extensive network.

The increasing need for investment to guarantee safety and security on our roads is jeopardized by the stranglehold of limitations on public budgets (as a result of the requirements of the Stability and Growth Pact, the impact of the economic crisis and the new social and economic trends) and this makes private financing even more crucial. Once again, toll concessions are a proven efficient and sustainable mechanism that can afford such investments.

The potential of this model goes beyond the traditional financing of a motorway. With a wider approach to toll concessions – and an adaptation of their regulatory frameworks – Governments may now have a solution to being able to afford additional investments in their road networks, one that is linked to the motorways and guaranteeing their proper maintenance without harming public budgets.

The European Directive on the award of the concession contracts establishes a comprehensive legal framework which gives legal certainty and stability for the use of this important tool across Member States. The latter are currently working on the transposition of this important piece of legislation within their national legal framework and ASECAP, and its members, are monitoring this process in order to make sure that the European principles are fully applied.

The event will be an opportunity to discuss in details the importance of the concession contract in Europe and its role in promoting financially sound and robust road infrastructure projects across Europe. ASECAP will share the results of the studies and analysis undertaken in order to set the scene for the discussion amongst the different EU personalities.

REGISTRATION

17:30 - 18:15 **REGISTRATION**

WELCOMING RECEPTION

18:00 – 18:30 **WELCOMING COCKTAIL**

Introductory messages

18:30 – 18:45 *Georgios KYRTSOS*, Member of the Committee on Economic and Monetary Affairs (ECON), European Parliament

18:45 – 19:00 *Jose BRAGA*, ASECAP President

DINNER DEBATE

19:00 – 19:15 **ASECAP manifesto**

(STARTER) *Julián NÚÑEZ*, ASECAP Vice – President

19:30 - 19:45 **European Commissioner, speech**

(1ST COURSE) *Dr. Irmfried SCHWIMANN*, Deputy General Director, DG GROWTH, European Commission

20:00 - 20:15 **European Commission DG MOVE, speech**

(2ND COURSE) *Eddy LIEGEOIS*, Head of the Land Transport Unit, DG MOVE, European Commission

20:30 – 21:00 **Open Debate - Closing remarks**

(DESSERT)