

Road Info Digest

December 2006 – Issue N°1



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EDITO

Getting together for a new transport deal

The European Commission has finally presented the urgently needed revised white paper in the transport sector.

This came to replace the old transport white paper and its previous framework of actions and policy guidelines which were commonly criticised by both the public and the private sector.

Having been invited to contribute to the revised white paper ASECAP already indicated that in the modern mobility era an efficient EU transport action plan could be only built in a socio – economic environment. Putting it simply: “an adequate regulatory transport framework, balanced in an harmonious way with the free market forces will finally structure a sustainable transport system, affecting directly and indirectly the environment, the employment, the mobility having thus a significant impact in the EU GDP growth”.

As a matter of fact, the isolated transport targets and objectives to be pursued have been properly identified in the last decades and basically remain the same. However, in the modern socio-economic environment, the new European reality demands for fundamental changes on the basic economic principles, tools and political strategies in pursuing the above objectives.

In brief we have to move from ambiguity to clarity.

The new “co-modality” vision for a better transport system should be always accompanied by the relevant and measurable tools of actions, guiding the EU machinery in the decision making process. Indicating “where to go” is rather easy but the real issue at stake is to decide on “what to do in order to go where I want to go”.

Time has arrived to give an end to the fragmented concept of what is exactly transport. Transport safety, transport infrastructure, congestion, free flow are not different issues, but constitute a common transport entity. Analyses are necessary in order to measure what is the exact product of the transport market, who is the consumer, who is the producer, who is the investor, who is the regulator.

Under this approach, both public and private sectors, should co-operate and/or compete at a high productivity level, producing the needed “transport service” with a high quality and a certain cost. This transport service should be “offered for consumption” to the mobile European citizen/consumer at a certain price paid by the citizen, the user–customer.

Following the above analysis becomes evident that there is a need to quantify this “transport service” which is the new term to be inserted in the EU holistic transport glossary. It needs to be scientifically defined, economically measured, politically chosen and socially accepted.

When examining the policy orientations and objectives, the European Commission should take into account the new reality of the 25 members of the enlarged Europe where the increased differences, diverse realities and varied priorities recommend the adoption of more flexible policies, reflections and actions. For this reason they should act, according to the given reality and needs, both increasing the infrastructure supply and, in parallel, managing better the infrastructure demand.

Given that the infrastructure is the backbone of whatever transport system under preparation it is now time for the policy makers -in contact with transport stakeholders- to go beyond the simple identification of objectives.

Let us take up the challenge and start structuring a concrete road map for:

- Building new and more efficient infrastructure;
- Operating infrastructure in a more efficient way;
- Using smart tolling as the tool to manage existing infrastructure and financing new;
- Developing ITS mobility and an ITS better management;
- Providing incentives and promoting Innovative Transport Systems and Transport logistics;
- Developing policies and incentives for Integrated transport logistics;
- Defining a new interactive Intelligent mobility framework structuring an efficient a VII system, i.e. (vehicle – infrastructure integration), acting thoroughly in the sectors I2I (Infrastructure to Infrastructure), I2V (Infrastructure to vehicle) and V2V (Vehicle to Vehicle).

ASECAP and its members are ready.

ASECAP NEWS

ASECAP Days 2007 Keep the date in your diary!

The **XXXV ASECAP Information and Study Days 2007** will take place on **27-30 May 2007** in **Heraklion (Crete, Greece)**. The ASECAP Days will focus on *The Revised Transport White Paper and the role of the Motorways' management as a premise for mobility and growth in the future Europe.*



Phase III of the CESARE project successfully achieved in September 2006

CESARE (Common Electronic Fee Collection System for an ASECAP Road Tolling European Service) is a project set up by ASECAP with the intention of specifying, designing, developing, promoting and implementing a common interoperable Electronic Fee Collection System on European toll roads.

The third phase of this ambitious project, one of the two interoperability targets in which our association is committed (with RCI – the Road Charging Interoperability project – dealing with the technological interoperability of on-board units) began in April 2005 and ended in September this year.

The work performed in these challenging 18 months by the members of ASECAP and those of the *Stockholm group* (Germany, the Netherlands, Sweden, Switzerland and United Kingdom) primarily focussed on the modifications made to the contractual and organisational set of documents drawn up in phase II.

The results of this third phase prove that interoperability objectives can be successfully matched only if the public and the private sector are willing to pursue the same goals towards a genuine and well-defined cooperation.

These conclusions were presented at the ETC expert group meeting, chaired by the European Commission, held on November 28 in Brussels. On this occasion, ASECAP and its members were congratulated for the work performed so far and for their unique role as main interlocutors of the EU institutions and member States.

[More information on the CESARE project](#)

[Brochure on CESARE III results](#)

[CESARE III final deliverables](#)

ASECAP MEMBERS' ACTIVITIES

ASFA – Real-time motorway speed limit map

French motorway companies are working to provide motorists with a map of speed limits applying along France's 8,233 km motorway network. Full-scale tests have confirmed the feasibility and need of this innovative project.

A map showing all "permanent" car speed limits (130, 110 or 90 km/h) will first be posted on the motorway company portal website — www.autoroutes.fr —, to provide motorists with journey planning assistance before they set out.

Contacts have to be made with suppliers of route-planning service providers to show that this information could be given along as well as with speed-trap locations. And to supply drivers with in-vehicle information, the database has to be integrated in various types of on-board navigators, through a partnership with map providers publishing content updates on CD/DVD.

The system also integrates temporary speed limits, such as speed restrictions involving special road markings (works, etc.) and speed regulation operations as initiated on the A7, which needs to be extended to other motorways in coming years. Two companies are currently testing this innovative project.

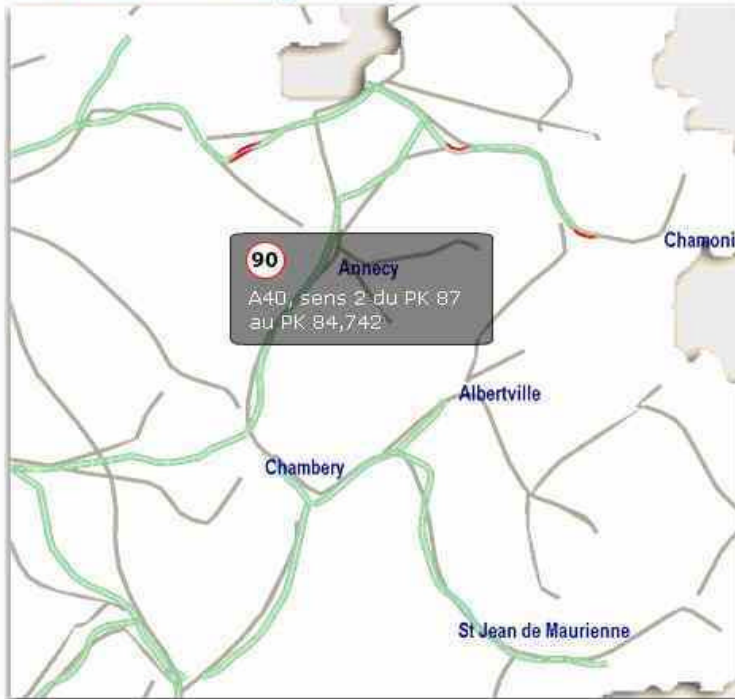
Driver information on speed limits is not restricted to motorway companies alone; there are several other projects following similar lines in France and other European countries (LAVIA and BALI projects in France, European SpeedAlert programme, etc.). Before being fully operational, this specific functionality needs more developments and work at a European level.



ALWAYS PROVIDING YOU THE BEST

Vue Globale

Affichage



Speed limits map

“Carte des vitesses autorisées”

Localization : **A40**

Static speed limit :



Dynamic speed limit:

(restricted to ASF and ATMB networks)



130 km/h 110 km/h 90 km/h 70 km/h

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 D'AUTOROUTES ET D'OUVRAGES À PÉAGE

Temp

AISCAT presents its Report on « Economics, calculation and perspectives for the external costs of transport in Italy »



ASSOCIAZIONE ITALIANA
 SOCIETÀ CONCESSIONARIE
 AUTOSTRADE E TRAFORI

On the occasion of its 40th anniversary, AISCAT presented to the EU institutions its Report on economics, calculation and perspectives for the external costs of transport in Italy on 22 November in the magnificent style « Art Nouveau » of the ASTORIA hotel in Brussels.

The event, chaired by Mr Fabrizio Palenzona, AISCAT President and ASECAP Vice President, was honoured by the presence of several Italian MEPs who are members of the EP Transport, Environment and Industry Committees, as well as representatives from the European Commission's Directorate-General for Transport, the Permanent Representation of Italy to the European Union, and ASECAP.

In accordance with the indications from the European Union, the AISCAT Report provides an analysis of all transport modes, and not only of the road transport sector, in order to have a proper view of the subject matter. The Report also serves as a supporting tool for strategic decision-making in the development of transport policy. The year 2004 has been chosen as the starting year for all the statistics used in the report which provides a strategic analysis by the year 2020. More specifically, with respect to road transport, the AISCAT Report makes a separate analysis of the motorway network and the secondary road network. In this regard, one of the most important results of the study shows that the secondary road network is the transport mode that causes the highest external costs because a large number of road accidents occur on this network, whereas motorways generate negative external costs - and, therefore, profits - for the whole road transport sector. In fact, toll infrastructures such as motorways generate negative external costs because of the toll itself and, for that reason, motorways already internalize a big part of their externalities. The AISCAT Report is now available in Italian and will soon be translated in English to be disseminated among public bodies and international organisations.

Website: www.aiscat.it

ASETA - Spanish toll road concession companies boast on an increasing worldwide coverage

Due to their experience in the domestic market and willingness to keep up with an outstanding growth path, Spanish concessionary holdings have crossed frontiers.

ABERTIS operates in Spain, France, Italy, the United Kingdom, Portugal, Puerto Rico, Argentina, Chile, Colombia and South Africa. The group is currently overcoming political obstacles to merge with AUTOSTRADE, the Italian group, which might happen in a near future after the European Commission's approval. If such an operation takes place, ABERTIS would, either directly or indirectly, control around 7,000 km of toll roads outside Spain. It currently manages 1,534 km and 293 km indirectly in Spain. During 2005 18 % of revenues* came from international businesses. At the end of September 2006, ABERTIS's EBITDA** grew 69% compared to the same period of the previous year (January-September 2005).

CINTRA (Concesiones de Infraestructuras de Transporte, S.A.) does business in Spain, Italy, Portugal, Canada, Chile and the United States.

Recently the holding acquired from VINCI the "Autopista del Bosque", a 160 km long stretch of the Ruta 5 South in Chile. Therefore, 5 continuous sections in Ruta 5, the Southern backbone, will be wholly operated by CINTRA for a total length of 890 km.

In the United States, CINTRA already controls the Indiana Toll Road and the Chicago Skyway. In addition, CINTRA has recently submitted, among others, proposals for the construction and operation of a toll motorway for trucks in Atlanta, for the Ohio Turnpike and Texas Loop 9 Tollroad. At the end of September 2006, 67% of revenues* stemmed from overseas concessions.

ITINERE is currently exploiting 30 toll road concessions in Spain, Portugal, Ireland, Bulgaria, Brazil, Chile and Costa Rica, accounting for a total network of 3,500 km. It has been awarded provisional construction and management contracts in Greece and Ireland. It has also shown interest in Chile, Brazil, the United States, Mexico, Russia and China, among others. Recently, it has won a takeover bid for the Spanish toll road Europistas, that would be merged with the concessionary group that, in turn, will start to quote on the stock exchange.

International revenues* made up for over 20% out of the total for the year 2005, an increasing figure for 2006 can be expected.

Other 3 Spanish groups **ACS** (Actividades de Construcción y Servicios), **OHL** (Obrascón, Huarte y Lain) and **FCC** (Fomento de Construcciones y Contratasare) are also ranked among the 10 top road concession companies and operate all over the world.

Not only do these groups build, maintain and operate roads or toll roads but also they manage a broader portfolio of infrastructure concessions such as airports, parking spots, transport interchange facilities, logistic centres, water distribution, underground transportation or sanitation. Some of them also generate revenue via diversified sectors such as telecommunications or real-estate.

* revenues: the word means the company's turnover in this particular context

** EBITDA: Earnings Before Interests Taxes Depreciation and Amortization. This indicator is used to show company's profitability.

Website: www.aseta.es/ing/mie_ase.htm

ASFINAG's Corporate Strategy Development Process for the Future

The corporate strategy development process for the future progression of ASFINAG is widely finalised. It was adopted by the supervisory board of ASFINAG in October 2006 and can clearly be summarised in three main key words: getting "independent, international and compatible on the capital market."

Why is it necessary for ASFINAG to get compatible on the capital market?

ASFINAG is a public limited company 100% owned by the State of Austria and it obtains the necessary funds due to the government guarantee. Although ASFINAG has an AAA rating due to the government guarantee, it has a low equity ratio and return on capital employed. So in order to become independent and compatible for the capital market, ASFINAG has to set up for the future once the government guarantee will cease to exist. In order to improve its internal processes and performance indicators, ASFINAG is looking for knowledge exchange and future cooperation possibilities with other concessionaires willing to share their experiences in construction, operation and maintenance, which would be of mutual benefit for all parties. The stabilisation of constantly increasing investments in construction and decreasing of construction costs are of great priority.

Due to the new organisational structure, ASFINAG aims at reaching the economies of scale and significant cost savings in the next two to three years. Therefore, ASFINAG is geared to its own experiences but also to the ones of similar enterprises abroad willing to share their experiences and therefore encouraging the mutual knowledge sharing and learning process. In particular the process of benchmarking of certain key figures with other ASECAP members could provide for certain improvements in the overall performance of the companies.

So all the measures described here are to be understood in the way that reaching the above mentioned strategic targets is connected to the long-term financial safety of the entire ASFINAG group.

Website: www.asfinag.at

INDUSTRY NEWS

2nd European Road Congress - Brussels, 6-8 November: "Time for a New European Transport Policy"

ASECAP has been actively involved in the 2nd European Road Congress organised by the European Union Road Federation (ERF), in partnership with Mobility for Prosperity in Europe.

Among the three hundred delegates which participated to this event, influential personalities, headed by European Commission Vice-President Jaques Barrot, expressed their views on the future orientations of European Transport Policy.

ASECAP Secretary General brought his contribution in the thematic session dedicated to "The socio-economic benefits of Road Transport in Europe: the people's choice", together with the representatives of other road related organisations. On this occasion, Mr Dionelis highlighted the importance of a robust and efficient road charging regime to ensure a better financing and management of road infrastructures, which safeguards the socio-economic growth and constitutes the essential backbone of whatever transport policy.

[Final press release of the 2nd European Road Congress](#)

www.europeanroadcongress.com

ITS World Congress and Exhibition – London, 8-12 October 2006

The 13th World Congress and Exhibition on Intelligent Transport Systems and Services, held in London from 8th to 12th October 2006 under the theme "ITS: Delivering Transport Excellence", brought together 8,000 delegates/visitors from 75 different countries. The exhibition saw 270 exhibitors showcase their latest ITS innovations from signal & control devices to the latest developments in telematics and crash prevention.

The ERTICO-hosted Network of National ITS Associations* organised a Special Session entitled "How the national ITS organisations can foster the future implementation of ITS". The Network members also shared their experiences and expertise in technical sessions and presented their activities in national-focused stands.

** The Network of National ITS Associations aims to provide a dynamic impetus to the promotion and support of ITS organisations in Europe and beyond.*

For more information about the Network of National ITS Associations, please contact the Network Coordinator Kara Baptista, email: k.baptista@mail.ertico.com, website: www.ertico.com
For more information about the Congress (presentations, press releases, etc.), please contact Nika Dohoczky, Complete Media Group, email : nika@completemediagroup.com

EU NEWS

Directive on Road Infrastructure Safety Management

On 5th October 2006, the European Commission presented a proposal for a directive on Road Infrastructure Safety Management aiming at coordinating safe road management practices on the Trans-European Network.

The goal of the proposal is to ensure that safety is integrated in all phases of planning, design and operation of road infrastructures. The technical and organisational guidelines to fulfil these objectives are left to the Member States.

The directive focuses on the introduction of the following four procedures:

- Road safety impact assessment
- Road safety audits
- Network safety management (management of "black spots")
- Safety inspections

M. Helmuth Markov (GUE/NGL – Germany) has been appointed rapporteur on this Directive in the TRAN committee. ENVI (Environment), ITRE (Industry, Research & Energy) and LIBE (Civil Liberties, Justice and Home Affairs) committees will deliver their opinions on this proposal.

ASECAP always supports measures issued by the European Commission to improve road infrastructure safety management. In principle, nobody is against measures supporting safety and every realistic provision is more than welcomed by ASECAP and its members. However, "road safety" goes far beyond just road infrastructure safety management and is closely related to managing the traffic flows of the given vehicles, given users, given infrastructure. There is a permanent interaction between vehicle, infrastructure and user, proving that safety matters should always be treated in an holistic and integrated way at the European level.

Safety issues are too complex matrixes affecting directly the European citizens and for this reason the European Commission should invite certain organisations sometimes self-proclaiming their "leadership" in the safety domain to look beneath the surface of the issues and to bear in mind that finally actions are left to the real "actors".

ASECAP members number among the early signatory parties of the European Road Safety Charter and -working seriously- have dedicated their priority works to safety issues.

European policy makers should always remember that safety is the main priority for Operators of European toll infrastructures and that ASECAP members apply suitable maintenance services and procedures to preserve and maintain their networks in high-performance conditions. Since the planning and the design stages, specific safety requirements are already taken into account.

ASECAP members monitor and manage efficiently their traffic flows, applying the latest technological innovations, implementing their carefully assessed action plans and -by doing so - make toll motorways four times safer than ordinary roads.

[Press release](#)

[Proposal for a Directive on Road Infrastructure Safety Management](#)

[European Commission's webpage on road safety issues](#)

3rd European Road Safety Action Programme mid-term review

The European Parliament's TRAN committee has adopted a report on the European Road Safety Action Programme mid-term review. Mrs Hedkvist Petersen's (PSE – Sweden) own initiative report invited the Commission to pursue its efforts in the fields of cross-border enforcement, the protection of vulnerable road users, the definition of common upper alcohol limits, the introduction of a single emergency call number in Europe. The committee is also in favour of a wider application of Intelligent Transport Systems (ITS) and, more specifically, of the e-call device on vehicles as an efficient tool to reduce fatalities on European roads.

The Committee also adopted a range of amendments seeking to improve road safety in all Member States. Among them, one called on the Commission to prepare a study addressing the question of harmonising road signs in Europe. On the other hand, the committee voted against amendments calling for the establishment for a European Road Safety Agency and the introduction of EU-wide speed limits.

ASECAP particularly welcomes the adoption of certain amendments highlighting the crucial role of the information & communication technologies in the management of road infrastructures and Trans-European Transport Network (TEN-T).

The plenary vote, expected on January 31st, 2007 should reflect the positions of the report adopted in the TRAN committee.

White Paper mid-term review : First exchange of views at the European Parliament's Transport committee

Since the publication of the first transport White Paper (2001), ASECAP and a number of European stakeholders had clearly rejected the political context of the paper which, under the term "modal shift", was distorting the free market and the fair competition within and between the transport modes in its efforts to arbitrarily introduce an artificial, unrealistic and discriminatory transport dogma against the most efficient mode of transport, that is the road.

Rather early (only 4 years after the presentation of the paper) and under the pressure of socio – economic reality the E. Commission was obliged to reconsider its main political strategy recognising that the "modal shift" constraints could not co-exist with the socially oriented market forces; "modal shift" had to be replaced by the a new term; i.e. the "co-modality".

Although the E. Commission vocabulary still maintains a certain distance and avoids to openly recognise that there is no social growth without road transport development, ASECAP receives positively the political shift towards "co-modality" – the optimisation of the use of each mode of transport – which raises new horizons for a productive, realistic and interactive dialogue between modes.

On November 22nd, the first exchange of views, held at the European Parliament's TRAN committee, highlighted that MEPs recognised that the new political orientations need to be carefully examined.

In this context, ASECAP invites MEPs to analyse the new European Commission's guidelines which in principle acknowledge that for a number of years the EU has been following a wrong path which has led to a Europe that is running out of efficient roads. To match the Lisbon agenda's main target – to become "the most competitive and dynamic knowledge-driven economy by 2010" – Europe needs realistic approaches, market oriented solutions and avoid dogmatic attitudes that have hampered Europe's growth in the past years.

Agenda:

- **26th February 2007: TRAN Committee joint meeting with representatives from national parliaments.**
- **March: Adoption of Mrs Barsi-Pataky's report - TRAN Committee.**
- **May: Adoption in plenary**

Germany's EU Presidency 2007: dates of Transport Council meetings

Germany will run the EU Presidency from January 1, 2007 until June 30, 2007. The dates of the Transport, Telecommunications and Energy Council meetings are the following:

- **15 February**
- **23 March**
- **7-8 June**

The provisional calendar of the Germany Presidency is available on the ASECAP website at:

www.asecap.com/pdf_files/Kalender_20englische_20Version.pdf

FORTHCOMING EVENTS IN THE ROAD SECTOR

- **Road Safety Education for Developing Countries International Workshop**, 11-13 January 2007 (New Delhi, India), organised by India's Institute of Road Traffic Education
www.irte.com

- **EU Road User Charging 2007**, 22-23 January 2007 (London, United Kingdom), organised by The Engineer Conferences
www.roadusercharging.com

- **European Mobility Debate**, 22-23 February 2007 (London, United Kingdom), organised by European Mobility Debate
www.mobilitydebate.co.uk

- **The Fully Networked Car Workshop and Exhibition**, 7-9 March 2007 (Geneva, Switzerland), organised by the International Telecommunication Union (ITU)
www.itu.int/home/index.html

- **1st Qatar International Road Technology Exhibition and Conference**, 10-12 April 2007 (Qatar, UAE), organised by the International Road Federation (IRF)
www.roadteq.com

- **23rd Traffex Exhibition for those involved in the design, management and maintenance of traffic and highway infrastructure**, 17-19 April 2007 (Birmingham, United Kingdom), organised by Brintex Events
www.traffex.com

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



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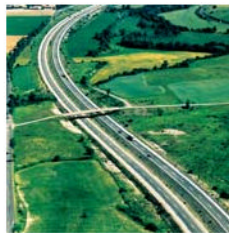
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ASECAP is the European professional Association of Operators of Toll Road Infrastructures. It gathers and represents 126 organisations that manage a toll network of over 25,000 km in 16 countries. ASECAP's mission is to promote toll as the most efficient 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.