

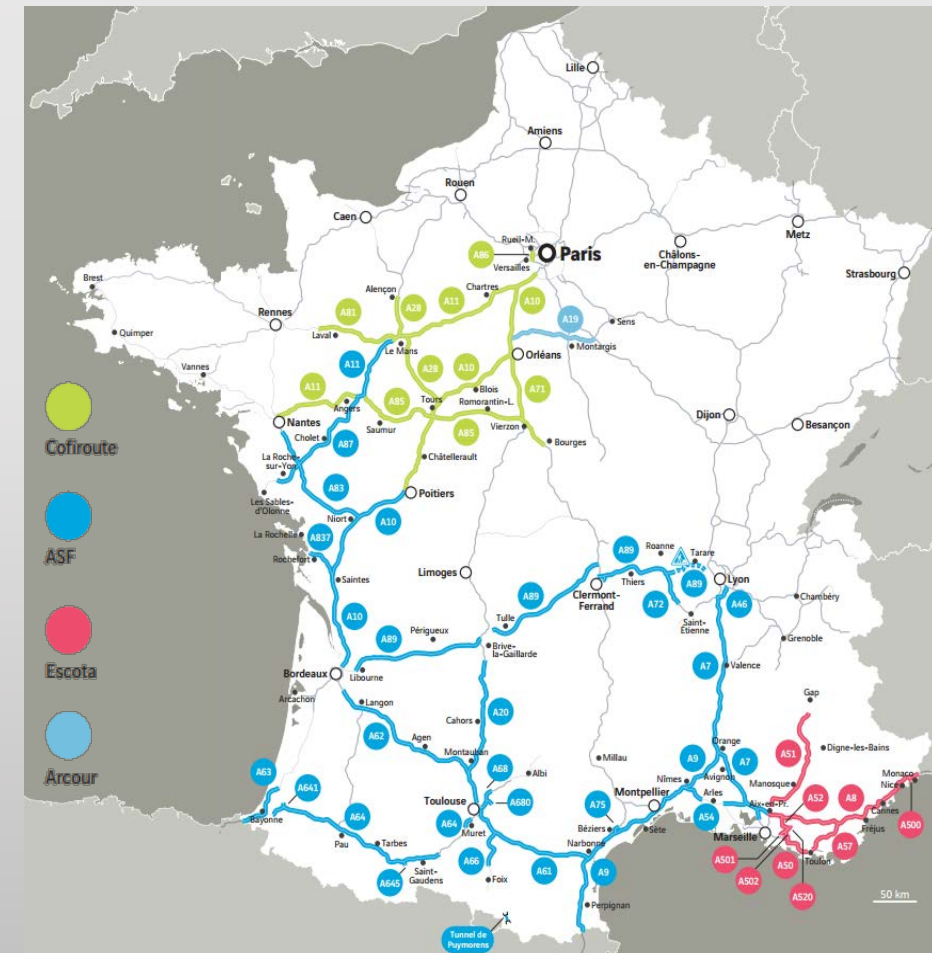


Using Tolling to Improve Mobility in Large Urban Areas

André Broto, Director of Foresight and Strategy, Vinci Autoroutes, France

VINCI Autoroutes, Europe's leading Motorway Operator

- 4,368 km of Motorways in operation
- 2,260,000 transactions per Day
- 4,755 million euro turnover
- 3,390 million euro EBITDA
- 16,807 million euro debt



VINCI Autoroutes - International Operations

1995 : SR91 Express Lanes, 2005 : MnPASS
A pioneer in Free-Flow Tolling (COFIROUTE USA)



2005 : TOLL COLLECT
The first Satellite-based Lorry Tolling System



2009 : DUPLEX tunnel in Paris
A 10 km double deck tunnel dedicated to light vehicles



What are our problems ? (French case)

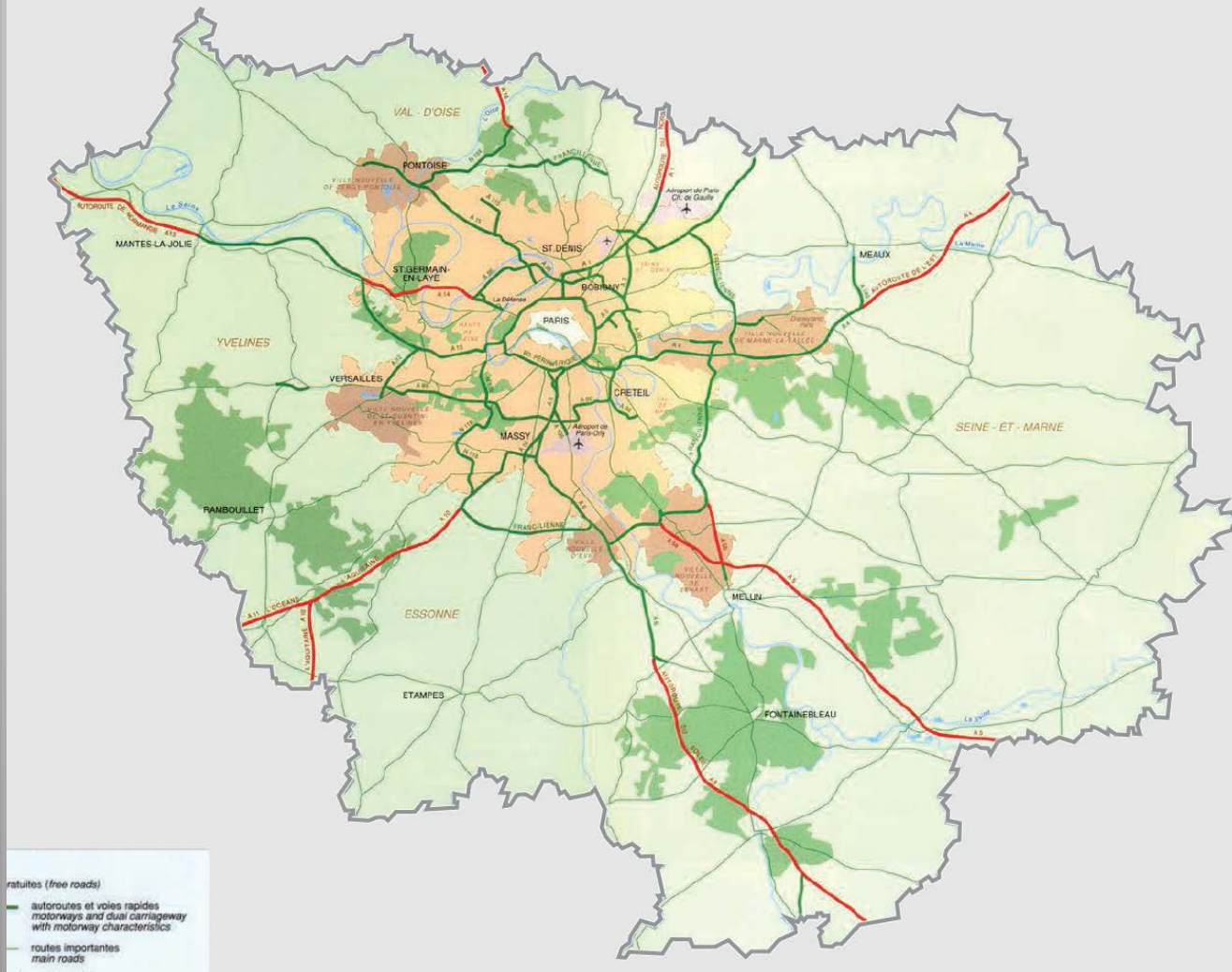
Our problem is not :

- Casual long distance trips (more than 100 km)
- Every day short trips (0 to 5 km)
- Intercity toll roads (French case)

Our problem is :

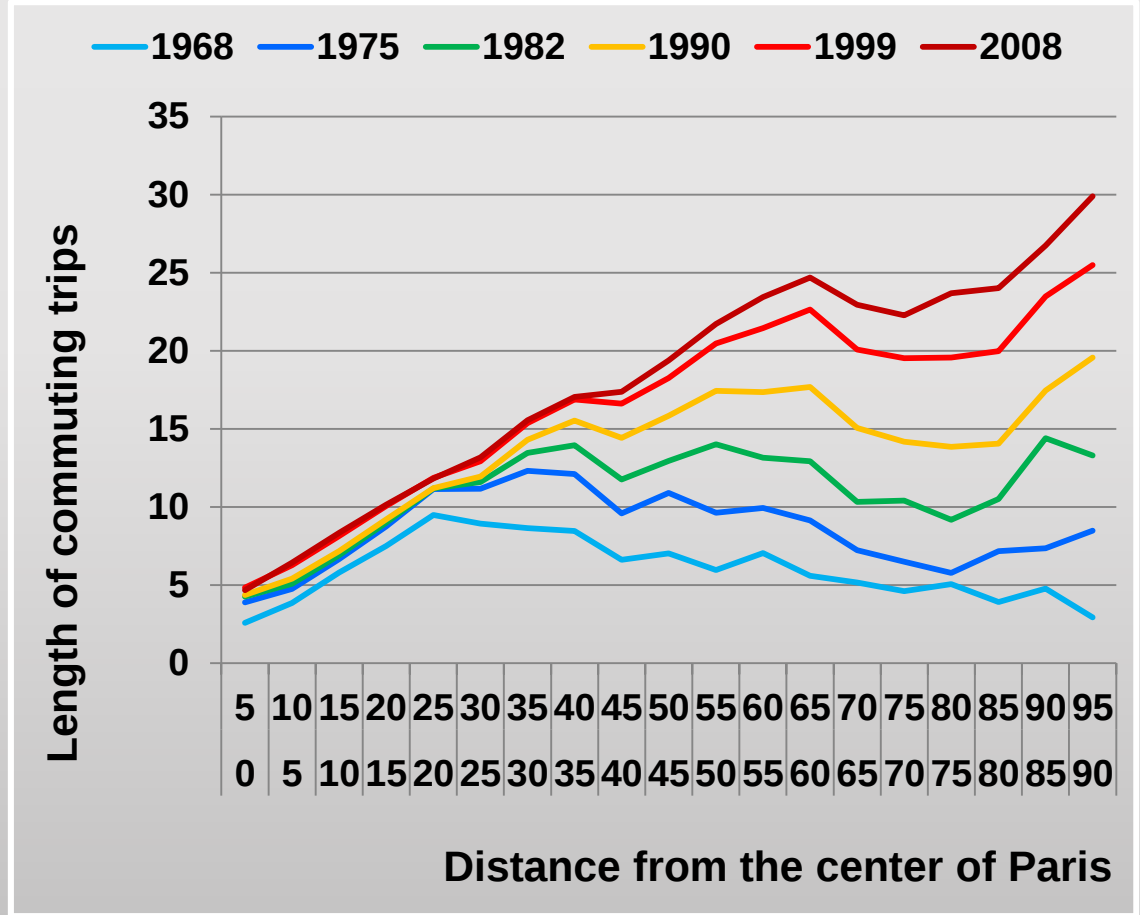
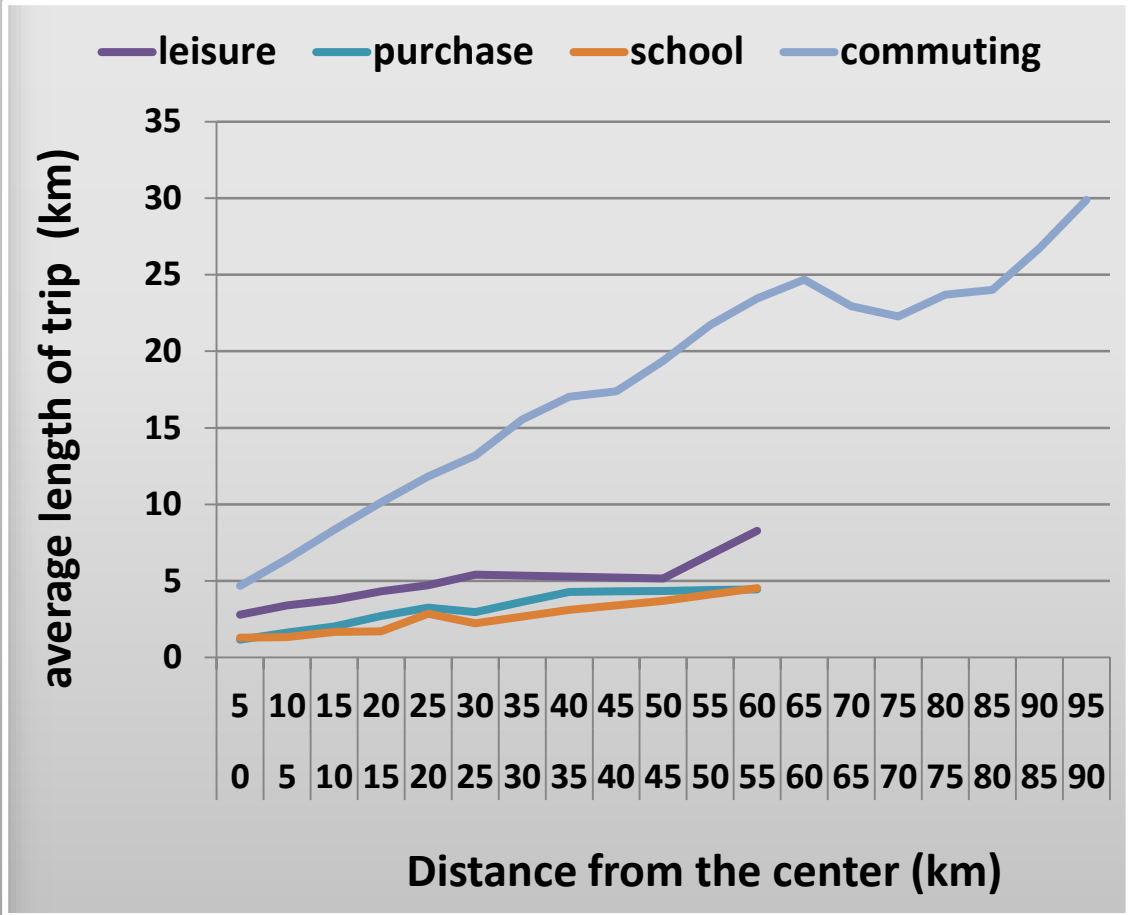
- Every day compulsory and long trips (10 to 50 km : commuting trips)
- Periurban free roads

As an example : the commuting area of Paris (12 000 km² and 11 million of inhabitants)



- Paris
 - 86 km²
 - Pop : 2 million
- Inner suburbs
 - 660 km²
 - Pop : 4 million
- Outer suburbs and towns
 - 11 000 km²
 - Pop : 5 million
- Toll motorways in red color
- “Free” motorways in green

Average length of trips (to school, to work, for purchase,...) as a function of the distance between home and the center of Paris



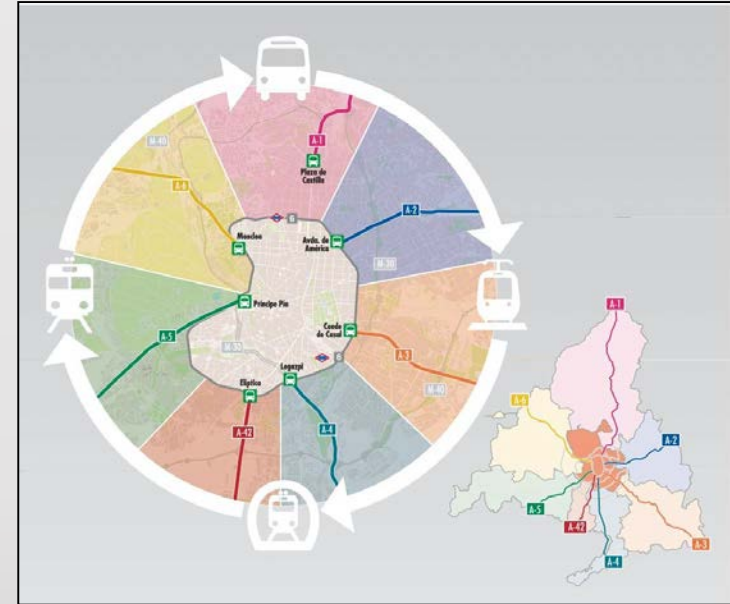
Our problem in summary

- The user point of view :
 - Every day compulsory and long trips (commuting trips)
 - To provide an offer of mobility for commuting trips at an affordable cost in relation with the income of the household (social acceptance)
- The authorities point of view (financial and environmental costs) :
 - To provide an offer of mobility and to maintain the infrastructure at a sustainable cost for the community
- The question to us is
 - “how can toll roads contribute to this objective ?”

Focus on people perspective, not on vehicle perspective : The Madrid case

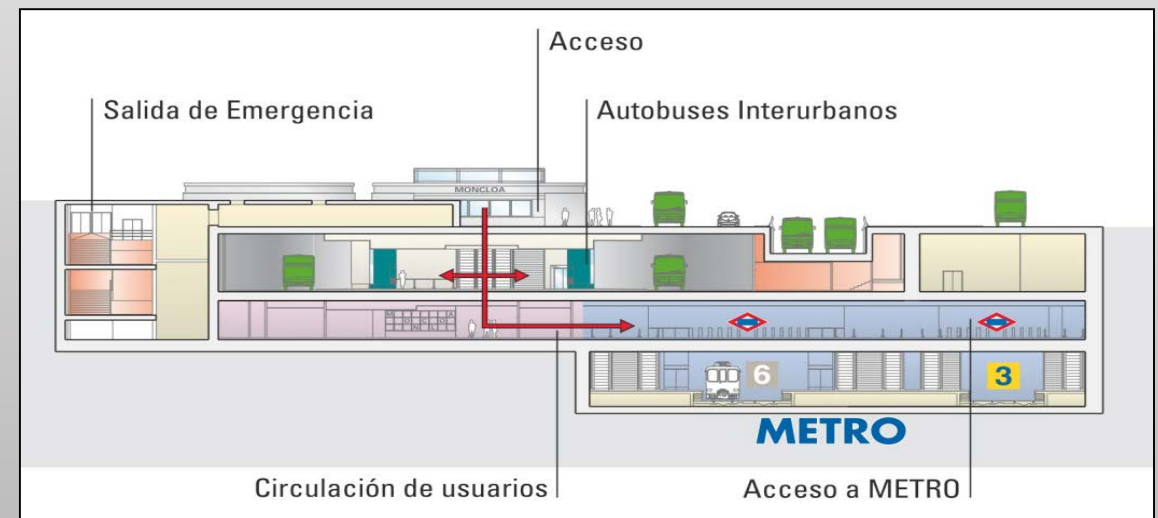
From working in a silo to working with other transportation authorities

- Planning coordination between road and rail networks



From monomodal to multimodal perspective

- Interchange Bus Station in Madrid



From building new infrastructure to improving the use of existing infrastructures (motorways and MRT)

Bus on motorways



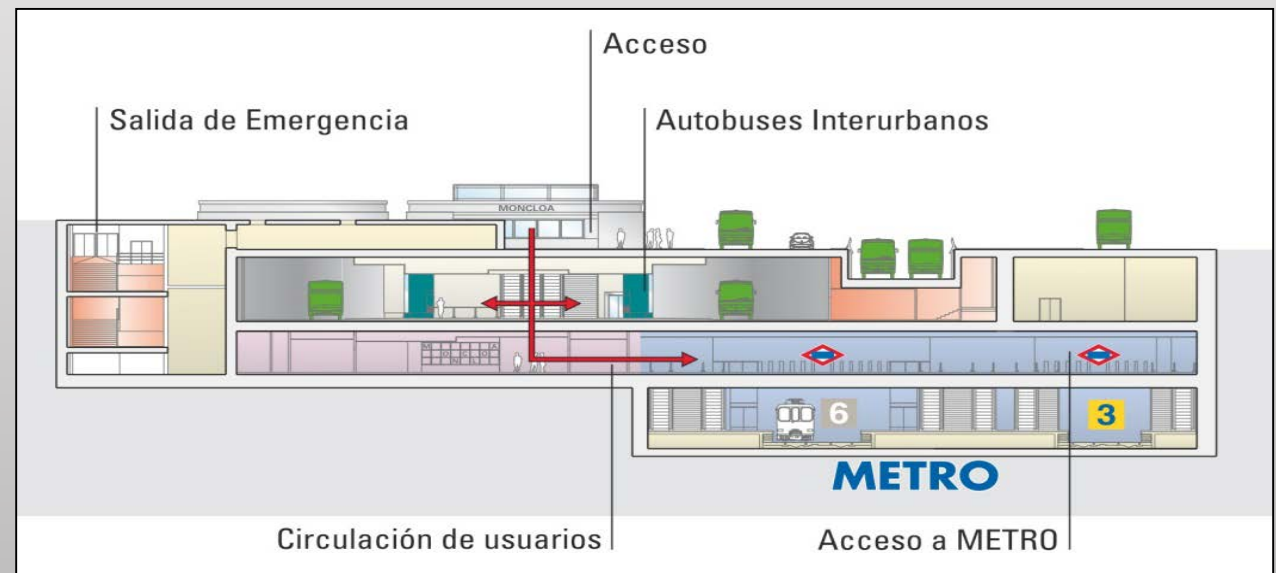
HOV / HOT (where needed)



Intermodal interchanges



Mass rapid transit



What about Toll ?

How to finance the mobility needs in the periurban areas ?

- Public funding ?
- HGV Tolling ?
- Cordon Tolling systems ?
- Through intercity existing concessions ?
 - As an example : In the city of Toulon an existing “free” urban motorway is incorporated free of toll in ESCOTA concession
 - The 600 million investment and operation costs will be financed by the concession

