

# ***Manifesto on toll road concessions***

# 1. Toll roads and Sustainable Development Goals / European Green Deal

## User pays & polluter pays principles

### SUSTAINABLE GROWTH

- Better allocation of public funds
- Improve mobility
- Foster commercial exchanges
- Creation of direct and indirect jobs
- Fiscal return
- No impact on Public deficit
- No impact on Public debt

### DECARBONIZATION

- Potential use of smart tolling (different toll rates by CO2 emissions)
- More efficient use of roads (avoid empty trips, ITS for planning trips...)
- Earmarking of revenues to invest in environmental improvements

### ROAD SAFETY

- High quality standards during the whole life-cycle
- Proactive management of roads
- Road maintenance guaranteed
- Dedicated staff and resources
- Strict control from awarding authority
- Constant monitoring
- Awareness campaigns

## 2. Contribution of toll road concessions in Europe



**€12 billion**  
every year allocated  
to any other social  
priorities



**€6-€7 billion/  
year**  
ASECAP companies  
investment



more than  
**€5 billion**  
per year generated  
for VAT alone



**€6 billion/year**  
in operation and  
road maintenance



**87,000 km**  
(49,000 km of motorways  
and 38,000 km of other  
roads are operating using  
tolling systems)



**48,000**  
ASECAP members  
direct employment



**64%**  
reduction of  
fatalities on the  
ASECAP road  
network 2001-2017

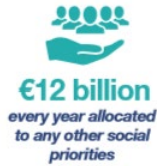


**2.4/1B Kms**  
ASECAP fatality rate  
2017 (2.4 fatalities per  
billion kilometres driven  
on motorways)

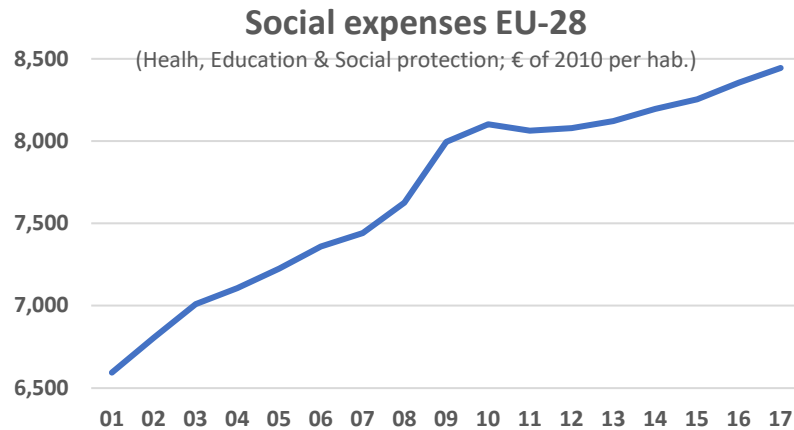
### 3. Benefits of toll road concessions



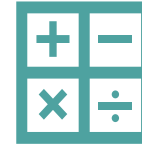
**Savings in public budget that can be allocated in other social priorities**



- ✓ Users, who profit from the use of the roads and cause externalities, pay for it.
- ✓ Taxpayers shall not support the cost of these roads.
- ✓ Social expenses (health, education, pensions...) are increasing in each country.

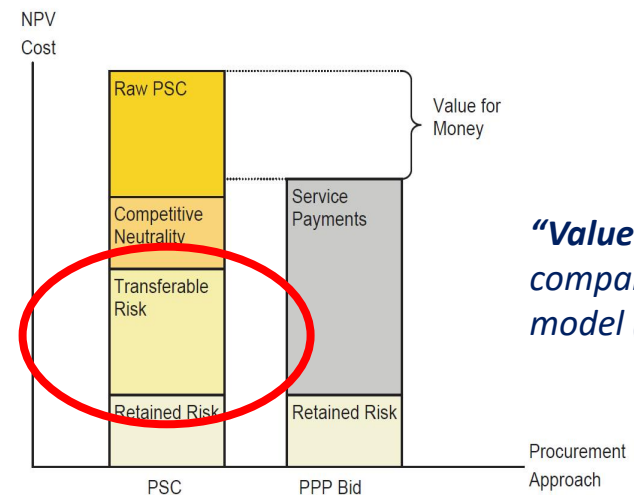


Source: Eurostat



**Risk distribution between public and private sectors**

- ✓ Risks involved in building and operating the concession are transferred substantially over to the concessionaire
- ✓ The concessionaire becomes responsible for full compliance with all the building and operation standards previously required by the Government, and also bears – at least up to a certain point – the loss in profit resulting from a variation of the initial circumstances upon which the concession was granted



**“Value for money”, comparison traditional model (PSC) vs PPP model**



### 3. Benefits of toll road concessions



#### Anticipate the construction of roads and their social benefits

- ✓ New motorways may have important social benefits in terms of time savings, improvement of road safety, savings of operational costs...
- ✓ Toll concession schemes allow citizens to profit from those benefits without waiting for the availability of public funds.

#### Spanish case:

- The current need of investment in new roads is estimated in 32.000 M€<sup>(1)</sup>
- As average, Spanish Administrations are investing 2.000 M€/year in new roads

**Conclusion:** If all roads have to be financed with public budget, the average delay to build the roads will be **8 years**<sup>(2)</sup>

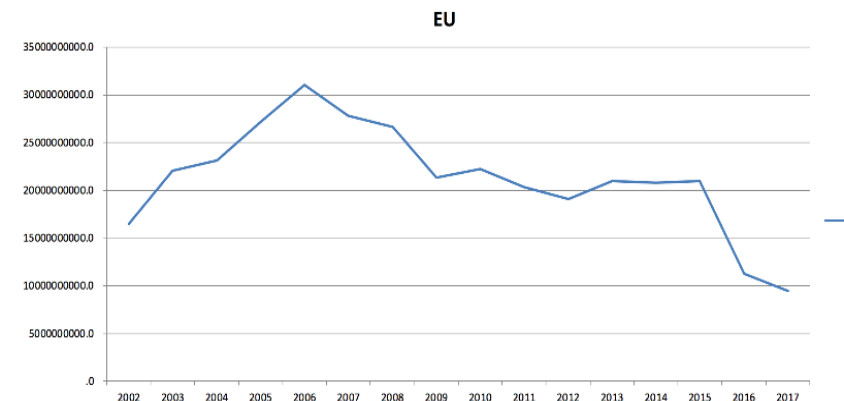
(1) "Análisis de la inversión prioritaria en España" Sener 2017  
(2) "Beneficios sociales del modelo de concesión en la gestión de carreteras" UPM 2019



#### Guarantee proper maintenance of the road

- ✓ Dramatic decrease of public budgets for maintenance
- ✓ No dependence of public budgets
- ✓ Strict control from awarding authority
- ✓ Impact on road safety

4.5 Maintenance expenditures in road infrastructure in selected countries, 2014-2017 (at current prices and exchange rates - million Euros)



Source: European Road Federation

### 3. Benefits of toll road concessions



#### Efficient management

- ✓ Incentives to respect timings and budgets
- ✓ Concessionaire revenues direct linked to the efficiency and quality of the road
- ✓ Global vision of the entire life-cycle of the infrastructure
- ✓ More flexibility to react to changes in the overall economical situation
- ✓ Foster innovation
- ✓ Less contracts to be managed by Road Administration
- ✓ Etc...



#### User and service oriented

- ✓ Cutting edge ITS equipment
- ✓ Fully involvement in the development of connected and autonomous vehicles
- ✓ Use of latest technologies (big data, artificial intelligence, IoT, drones,...)
- ✓ Deployment of mobility solutions
- ✓ User satisfaction surveys



**CCAM**

Cooperative, Connected,  
Automated and Autonomous  
Mobility Single Platform

**ASECAP**

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

## 5. Conclusion : Answering Green Deal Goals

### ***Toll concession model is a powerful tool***

*To allow massive investment*

- ✓ ***to invest massively to reach the goal to halve transport carbonfootprint and contribute to fight climate change by :***
  - ✓ *Proposing concrete actions with the deployment of strong fast charging station network allowing the deployment of electric cars and buses*
  - ✓ *Fostering shared mobility by creating carpooling parkings*
  - ✓ *Developing reserved collective uses of the infrastructure (coaches / buses, taxis, carpooling)*
  - ✓ *Adapting the existing motorway infrastructure to host new mobility options (multimodal)*
  - ✓ *Set up recycling systems to collect and treat garbage*
  - ✓ *...*
  
- ✓ ***to invest massively to save fauna and flora with ambitious plan to :***
  - ✓ *Improve environmental integration*
  - ✓ *create specific facilities to allow the movement of the fauna*
  - ✓ *restore ecological continuity*
  - ✓ *Set up and deploy system to collect used water to increase water resources*
  - ✓ *...*

## 5. Conclusions

