

- ASECAP's purpose is to defend and develop the system of motorways and road infrastructures in Europe applying tolls
- Develop and maintain relationships with EU institutions
- Platform of exchange of experiences both for members and external stakeholders



81700 km



18
members



125
companies



more than
€32.6 billion
toll revenues



44600
ASECAP members
employment



more than
€8.4
billion
investment



more than
€5.5
billion
generated for
VAT alone



more than
€13.9
billion
allocated to
any other
social priorities



Social contract of road concessionaire companies

Provide safe, congestion free & inclusive mobility

- **Within the frame of contracts signed with the State (the grantor)**

- Establish the master plan
- Apply regulation
- Set Duration of contract
- Make permanent control on the contract execution
- Define KPIs

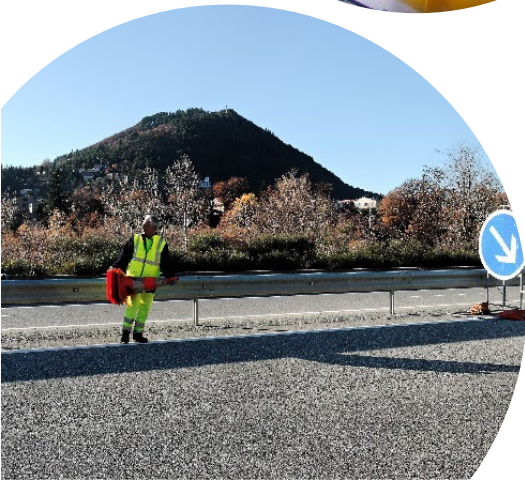


Companies -acting as toll infrastructure operator under a concession contract providing public utility services have the responsibilities

- To financing construction – building – maintaining infrastructure
- To operating : safety incident/accident detection - Management
- To manage traffic management – real time traffic information –
- To collect toll, sustainable financing based on user/pay principle

Responsible for performance in safety and mobility

- To face the objective of zero accident
- To face the objective of zero congestion
- To face a target reduction of CO2 emission and carbon free by 2050



User/Pay principle for sustainable financing

THE ASSETS OF THE CONCESSION'S SYSTEM



Photo: Vinci Autoroutes - S. CURTY

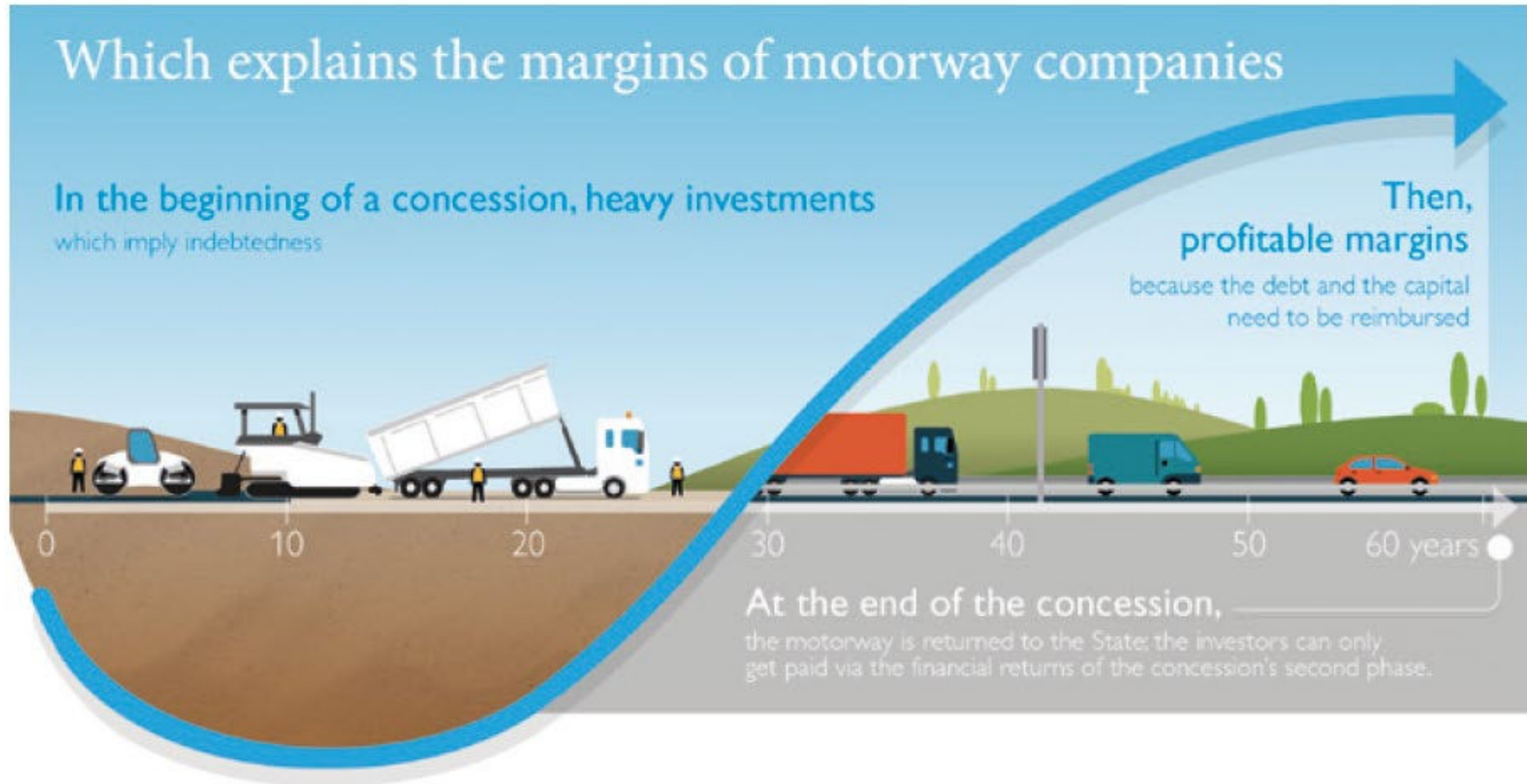
➤ **SUSTAINABILITY OF RESOURCE ALLOCATION**
• 35 billion € invested during 2017_2021

➤ **THE RISKS LINKED TO THE CONCESSIONAIRE AND SHOULDERED BY THE PRIVATE SECTOR**
(debt, traffic, etc...)

➤ **THE BUILDING OF MORE THAN 82,000 KM OF MOTORWAY NETWORK WITH A HIGH LEVEL OF SERVICES**
• without public budget
• compliant with the user-pay principal

➤ **THE GUARANTEED POSSIBILITY FOR THE STATE TO RECOVER – AT THE END OF THE CONTRACTS – INFRASTRUCTURES WITH THE HIGHEST LEVEL OF SERVICES AND TOTALLY DEBTLESS**

➤ **PRICING FRAMED BY A CONTRACT**
• based on the concessionary's financial equilibrium
• based on the investments prescribed by the State



Preparing the infrastructure to answer new mobility needs fulfilling Green Deal objectives by implementing Fit for 55 package

Context

- New climate & sustainable challenges
- Scarcity of State finances
- Increase of social priorities
- Bad economic situation

Technologic ruptures

- Digitalisation of road infrastructure
- Connected mobility
- Zero emission mobility
- Autonomous mobility

New usages

- Shared mobility (carpooling, carsharing)
- Electric mobility
- Comodal mobility (bus on motorway with dedicated lanes....)



TARGETING VIZION ZERO FATALITIES - CARBON FE ROAD INFRASTRUCTURE

To face climate changes
huge transformation of the road infrastructure and usages is needed
Road is and will remain predominant in the next decades

Even by integrating the public objectives of modal shift towards rail and soft mobility There will be no carbon neutrality without decarbonization of the road/motorway

Road infrastructure operators, members of ASECAP, welcome decarbonized vehicles (electric cars, hydrogen...)

There is a need to Increase network performances - flow traffic with innovation

Developing shared mobility services to optimise the infrastructure and reduce CO2

Anticipating the introduction of electrical autonomous vehicles

Strengthening the resilience of the road infrastructure and its integration into natural environments

Sustainable financing scheme are key tool to make the investments required

Policy maker need to be aware of it

THANK YOU FOR YOU ATTENTION

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