

XXXVIITH ASECAP ANNUAL STUDY & INFORMATION DAYS

Session 3 : Reporting on sector's developments

COPER I

EETS

- April 24, 2004 : the so-called EETS-Directive is adopted but needs a further decision to be taken before July 2006 ;
- March 27, 2009 : five years after, the decision is adopted by the ad hoc Regulatory Committee ;
- It has still to be approved by the European Parliament

Timeschedule

- The time schedule :
 - In 3 years (end 2012), implementation compulsory for HGVs ;
 - In 5 years (end 2014), implementation compulsory for light vehicles
- Techniques to be used :
 - DSRC 5.8 GHz, Satellite Positioning, GPRS

Impact for ASECAP members (1)

- Directive and Decision clearly split between Toll Charger and ETS Provider;
- Most of ASECAP members play both roles;
- They will have to adapt their organization;

Impact for ASECAP members (2)

- Accepting any EETS Provider asking for it will be compulsory for every Toll Charger ;
- The certification/agreement procedures will be external ;
 - At a technical level as well as
 - At a contractual/commercial point of view.

Eurovignette/III

- Eurovignette I : 1999 : Tolls are to recover construction and maintenance costs
- Eurovignette II : 2006 : The same, but with a calculation method to cap the tolls, and the apparition of cross-financing between transportation modes.
- Eurovignette III. A « super-toll » can be added to classical toll, to recover external costs (congestion, safety, pollution)

Eurovignette III

- Strong political pressure from the European Parliament ;
- But the file is highly controversial in the Council of Ministers ;
- No political agreement/commitment for the coming months