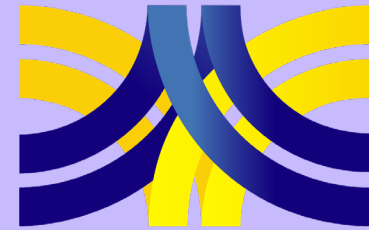


49th ASECAP DAYS

*Decarbonizing Road Infrastructure : Challenges,
Perspectives and Actions in Tough Economy*

ASECAP DAYS



BRUSSELS 2022



Hotel Marriott Grand Place, Brussels
24 – 25 November 2022

ASECAP DAYS



BRUSSELS 2022

the missing screening
criterion -
the transport policy -
taxonomy conundrum

Richard Lax

Kapsch TrafficCom

kapsch >>>
challenging limits



(49) Appropriate technical **screening criteria should be established for the transport sector**, including for mobile assets. Those screening criteria should take into account the fact that the transport sector...for example to increase electrification or to support the transition to cleaner modes of transport by promoting modal shift and **better traffic management**.

Article 9
Environmental objectives

For the purposes of this Regulation, the following shall be environmental objectives:

- (a) climate change mitigation;
- (b) climate change adaptation;
- (c) the sustainable use and protection of water and marine resources;
- (d) the transition to a circular economy;
- (e) pollution prevention and control;
- (f) the protection and restoration of biodiversity and ecosystems.

(9) "external-cost charge" means a charge levied for the purpose of recovering the costs related to one or more of the following:

- (a) traffic-based air pollution;
- (b) traffic-based noise pollution; or
- (c) traffic-based CO2 emissions;



11. This implies that **all policy levers must be pulled...**(3) **internalisation of external costs** (by implementing the 'polluter pays' and 'user pays' principles, in particular through carbon pricing and infrastructure charging mechanisms).





Article 26 Review

2. By 31 December 2021, the Commission shall publish a report describing the provisions that would be required to extend the scope of this Regulation beyond environmentally sustainable economic activities and describing the provisions that would be required to cover:

- (a)
- (b) other sustainability objectives, such as social objectives.

Article 2

§ 2 (b) costs of infrastructure or infrastructure improvements may include any specific expenditure on infrastructure designed to reduce nuisance related to noise, to introduce innovative technologies or to improve road safety and actual payments made by the infrastructure operator corresponding to objective environmental elements such as protection against soil contamination.



Target 3.6

By 2020, halve the number of global deaths and injuries from road traffic accidents

(49) Appropriate technical **screening criteria should be established for the transport sector**, including for mobile assets. Those screening criteria should take into account the fact that the transport sector...for example to increase electrification or to support the transition to cleaner modes of transport by promoting modal shift and **better traffic management**.

The taxonomy regulation lacks a technical screening criterion covering:

Road maintenance
Road charging
Traffic management
Intelligent transport systems



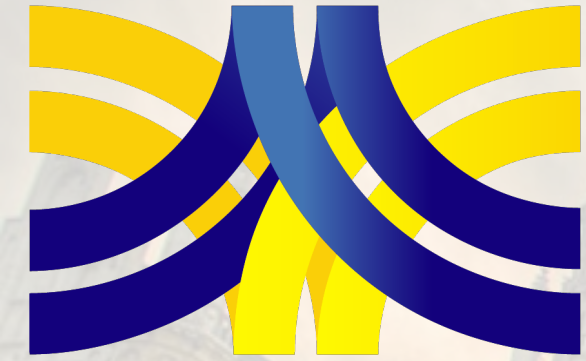
1.) The 'Platform on Sustainable Finance' ought to discuss a screening criterion for road charging and ITS as soon as possible

2.) Please invite ASECAP as sectoral experts to that debate



Small print: Are you a road operator? Are your procurement rules already considering innovative decarbonisation? Don't miss out on CO₂ savings, because of your procurement guidelines! More on that today in the 'Innovation in Toll Collection' session, 15.00-16.15

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**THANK YOU FOR
YOUR ATTENTION**

kapsch >>>
challenging limits

Richard Lax
Executive Expert EU Affairs
+43 80 511 2112
richard.lax@kapsch.net