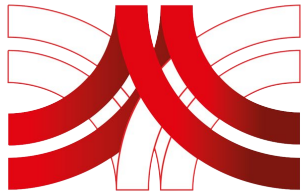


ASECAP DAYS



ISTANBUL 2023

Celebrating
50 YEARS
OF Successful
TOLL ROAD PROJECTS

HOW TO FINANCE MOBILITY WHEN CONCESSIONS COME TO THEIR TERMS?

Christophe Boutin



Hosted by

ICA

YAVUZ SULTAN SELİM BRIDGE
AND
NORTHERN RING MOTORWAY



The French highway network

- Total State network:
 - Total : 21 540 Km
 - Of which highways: 11 774 Km
 - Under concession scheme: 9 193 km
- On the concessionary network :
 - 75,8 billion km travelled per year
 - 1 651 million tolling transactions
 - 4,5 per day
 - 219¹ service areas equipped with fast electrical charging stations (60%)
 - 125 parking areas for carpooling
 - 1804 wildlife crossing structures



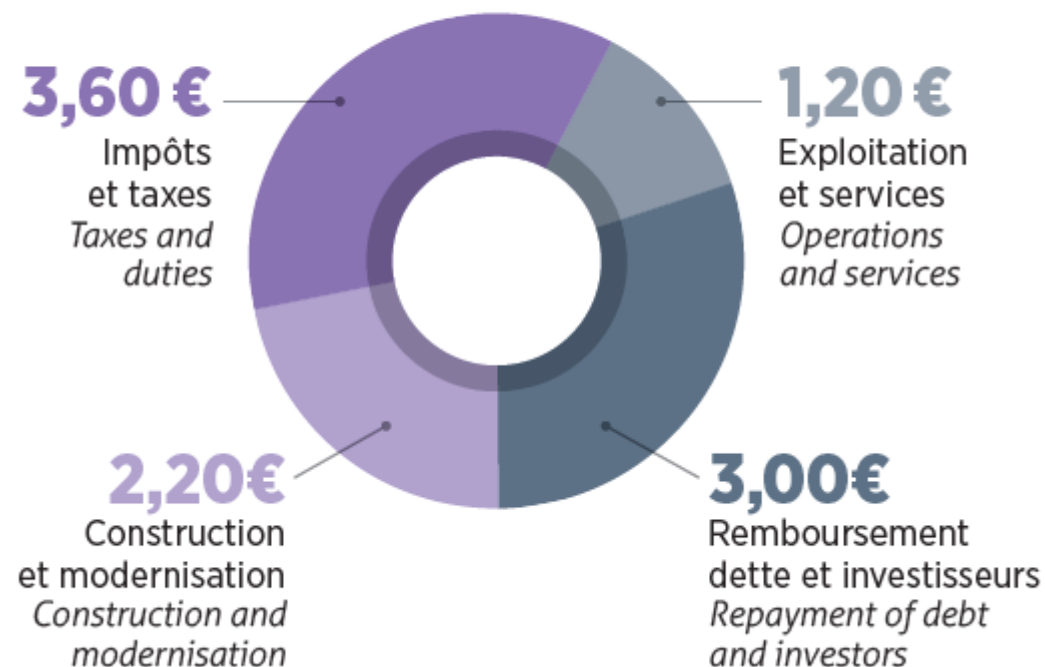
Toll revenues breakdown

- Most of toll revenues are earmarked for infrastructure

- Taxes 36%
- Investment 52%
- Maintenance and operations 12%

RÉPARTITION DE 10 € DE PÉAGE

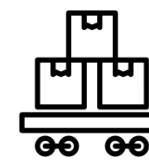
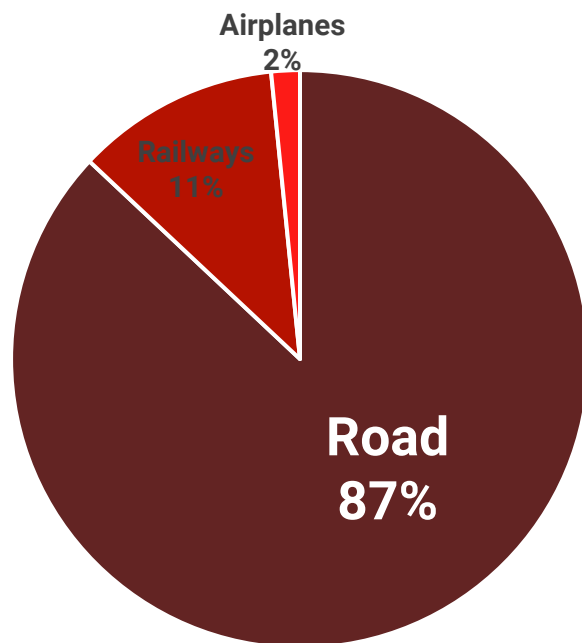
Breakdown of 10€ toll



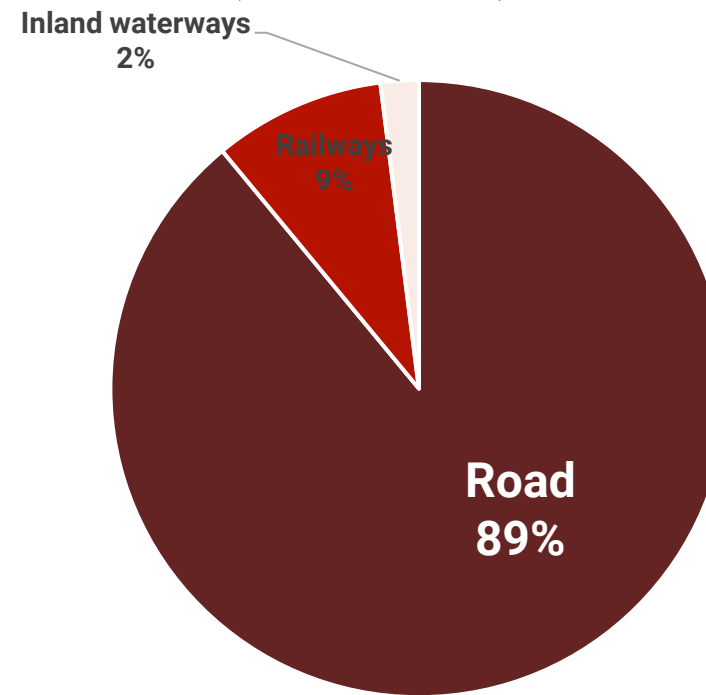
Road is the dominant transportation mode in France



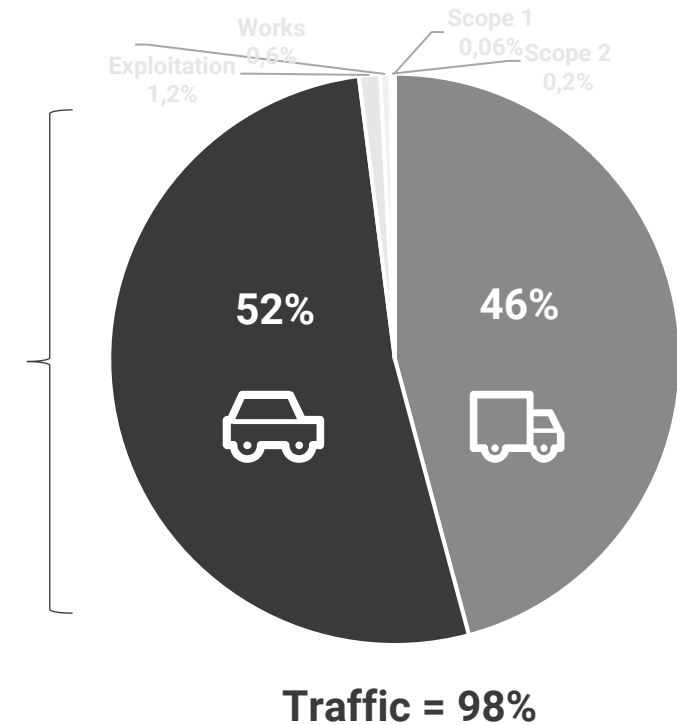
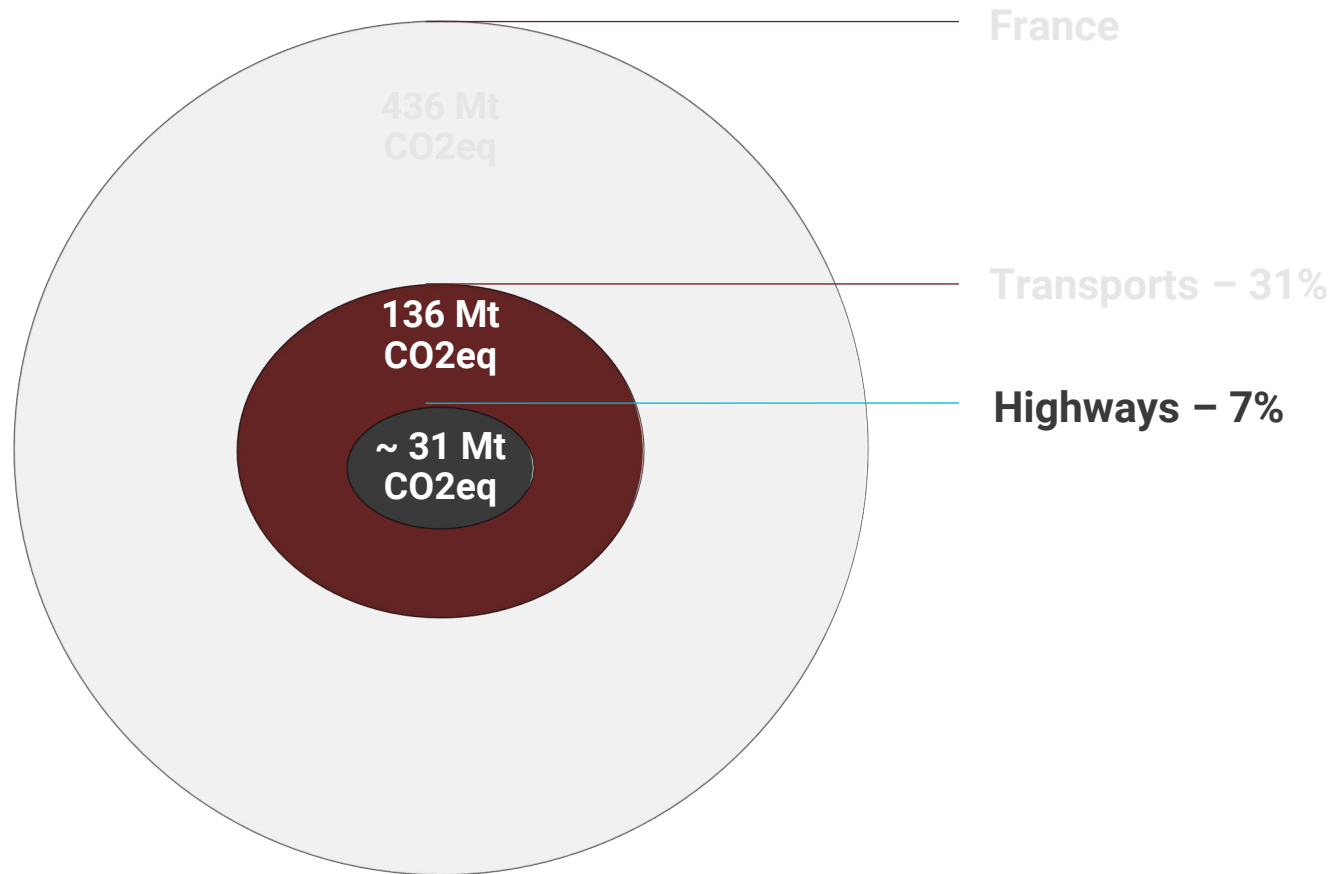
(% of travelled km)



(% travelled t.km)



CO₂ emissions from ASFA highways accounts for 7% of total France CO₂ emissions



Actions required to reduce scope 3

Heavy vehicles

- **Objective for 2030:** 16% of alternative fuels
- Investment in storage and distribution on service areas: NGV, H₂
- Experimentation of ERS ?

Light vehicles

- **Objective for 2030: 19% electric vehicles**
 - Development of electric charging stations
- **Increasing the number of users per vehicle:**
 - Creating incentives for carpooling/use of public transport around larger cities
 - Parking lots for carpooling, multimodal hubs connected to the motorway
 - Dedicated lanes (public transport, carpooling/high occupancy) with an impact on travel time

Free-flow tolling

For both heavy and light vehicles, to help improve traffic conditions and reduce carbon emissions

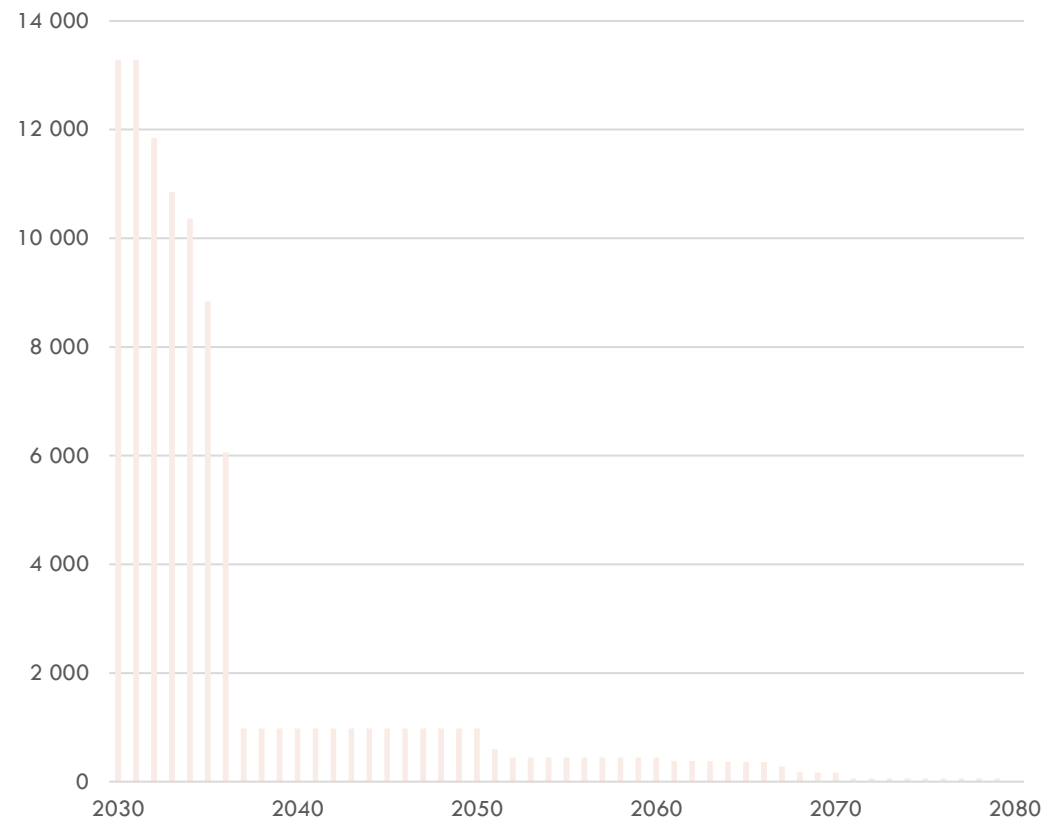
- Toll booths and toll plazas to be demolished on the motorway network
- Land available for renaturation

- All these actions will require billions of investments
 - Tolls should not disappear
 - Tolls should stay earmarked for infrastructure

90% of contracts ending in the 30's

Duration of the concessions

Autoroutes Toll motorways	Années Years	Ouvrages Tolled facilities	Années Years
ADELAC	2060	ATMB	2050
ALBEA	2066	Tunnel du Mont Blanc	
ALIAE	2068		
ALICORNE	2063	CCI Seine Estuaire	2031
A'LIENOR	2066	Pont de Tancarville	
		Pont de Normandie	
ALIS	2067		
APRR	2035	CEVM	2079
		Viaduc de Millau	
ARCOS	2070		
ARCOUR	2070	COFIROUTE	2086
AREA	2036	Duplex A86	
ASF	2036		
ATLANDES	2051	ASF	2037
		Tunnel du Puymorens	
ATMB	2050		
ATOSCA	2077	SE BPNL	2035
		Tunnel Boulevard	
		Périphérique Nord de Lyon	
COFIROUTE	2034		
ESCOTA	2032	SFTRF	2050
		Tunnel du Fréjus	
SANEF	2031		
SAPN	2033		
SFTRF	2050	SMTPC	2033
		Tunnel Prado Carénage	
SRL2 Marseille	2043		



Eurovignette: friend or foe?

- Directive 2022/362 caps toll tariff
 - The infrastructure charge for heavy-duty vehicles shall be based on the principle of the recovery of infrastructure costs. The weighted average infrastructure charge for heavy-duty vehicles shall be related to the construction costs and the costs of operating, maintaining and developing the infrastructure network concerned. The weighted average infrastructure charge may also include a return on capital and/or a profit margin based on market conditions.
 - External costs charge may be introduced on top of tariffs, but should not fund infrastructure
- Combination of RUC and toll seems unlikely when both are needed
 - RUC should compensate for gas tax disappearance
 - Tolls are for infrastructure funding

THANK YOU

- christophe.boutin@autoroutes.fr
- +33 6 78 16 04 33

