2016 Annual Conference & Innovation Awards

Brussels, Wednesday 3 February 2016
Closing Plenary

Smart Transportation Infrastructures: Prescriptions for the Future
KEYNOTE ADDRESS

Kallistratos DIONELIS, General Secretary, Association Européenne des Concessionnaires d’Autoroutes et d’Ouvrages à Péage (ASECAP)
A SMART MULTIMODALITY NOT AS A PAPER VISION BUT AS A RESULT OF A DEPLOYMENT ORIENTED CHAIN
An efficient multimodality is the result of:

1. The multimodal **infrastructure** (properly designed and constructed)

   **This is the Static part:** **KEY IS THE STATE**

2. The multimodal **management** of the existing infrastructure

   **This is the dynamic part:** **KEYS ARE**

   **THE STATE** (regulating)

   &

   **THE INDUSTRY** (competing and cooperating)
A. Priority is to safeguard their own individual smart mono-modal managements.

THEN

B. The effective coordinated multimodal management will appear only after the proper monomodal managements have been established.
Transport is a service matrix:

- has **quality** characteristics (Vehicle, Road, Human factor)
- is produced at a given **cost**
- is provided at the proper **price to be paid**

(by the direct users, by the societies, or by both)
Motorways as concession schemes use charging to apply:

User pays and Polluter pays principles

In this privately managed field, the key is:

- Defining the risk
- Pricing the risk
- Allocating the risk between the two partners (i.e. the public and the private)
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