

## The Roads in the European Union Facts and Figures

→ Goods inland transport: **75% by roads**

→ Passenger inland transport: **80% by roads**

→ Total length: **5 million km**

→ Total value: **over € 8,000 billion\***

→ Minimum maintenance required: **1.5% of the value**

→ Current average maintenance level: **< 1% of the value**

→ **1 € spent on road maintenance** prevents spending  
up to **15 € in rehabilitation or reconstruction**



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## KEEPING EUROPE MOVING

**A Manifesto for long-term, effective  
management of a safe and efficient  
European road network**



**Roads**  
*an asset society  
cannot live without*

\* based on reconstruction value



## THE PROBLEM



Most of society makes use of roads every day so they may believe that, because they are suitable, then the condition of the road network across the EU is satisfactory. However, what looks acceptable on the surface can be hiding significant problems just below.

In Member States where surveys have been carried out there are indications that the backlog of outstanding road maintenance has caused irreversible deterioration of the road network.

The shortfall in investment in maintenance generates higher real risks of accidents, problems of congestion, increased noise and a reduced service to society.

The problem is that road infrastructure is often not seen as a financial asset for society and the economy, largely due to the lack of awareness of its value. The consequence of not fully valuing these assets is similar to increasing our debt – everyone becomes poorer.

A number of studies by asset managers across Europe suggest that the only way to manage the European road asset so that they meet both needs and aspirations is to carry out regular surveys and undertake regular planned maintenance.

## THE SOLUTION



Road Asset Management can help to achieve sustainable and effective management of a safe and efficient road network, by:

- Establishing a complete inventory of all the road elements
- Providing a clear picture of the current condition of the road network
- Estimating the value of the asset and the costs of maintenance
- Setting up precise funding scenarios for the regular and timely maintenance and upgrade of the road asset
- Assisting political decision-makers in selecting the most cost-effective programme for maintaining, improving and properly financing the road infrastructure

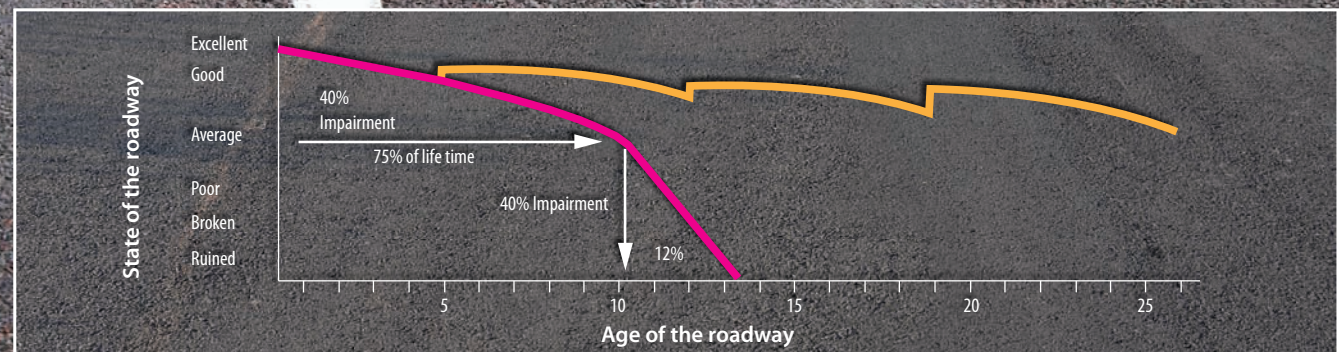
The diagram below dramatically illustrates that, by committing regular funding and taking regular action, the total cost of maintenance can be significantly reduced.

## POLICY RECOMMENDATIONS



Member States need to:

- Recognise the essential benefits delivered by roads to society, in terms of mobility for all roads users and integrated access to all other modes of transport
- Provide mobility for current and future generations by providing them with safe, efficient, well managed and well maintained roads
- Raise awareness about the real value of the road asset, built over generations
- Inform road users about the importance of preserving their road infrastructure
- Support road authorities, encouraging them to use Road Asset Management at all levels of competence
- Take political decisions based on the level of service expected and provide the necessary funding to deliver it





# KEEPING EUROPE MOVING

A MANIFESTO FOR ACTION FROM THE EUROPEAN UNION ROAD FEDERATION

## What the road sector can offer

### Value for money maintenance

- Benefits to the economy as a whole through keeping roads in good condition and open to all users
- Well considered use and, where appropriate, re-use of materials
- Jobs based on a comprehensive understanding of the techniques and materials, fully embracing a culture of health and safety
- Identification and anticipation of the skill needs of workers in order to guide policy

### Commitment to innovation

- Strong commitment to innovation in daily business practice
- Support for increased R & D through pro-active participation in EU research programmes and industry platforms
- Identification of technological gaps along the construction value chain in response to the Commission's drive for innovation

### Responding to social needs

- Commitment to a high quality and safe road transport environment, adapted to economic, climate change and social challenges
- Commitment to using responsibly sourced materials
- Commitment to an improved environment, particularly noise
- Commitment to creating a fully trained and safety conscious workforce

## Decisions EU policymakers should take

### Establish the Road Network Asset Value

- Persuade Member States to:
  1. Establish a complete inventory of all their road components
  2. Conduct regular and comprehensive surveys of the condition of these assets
  3. Create the financial conditions that will allow for timely and sufficient maintenance and improvement of the assets to take place
- Prioritise upgrading of infrastructure, including sustainable transport networks

### Boost investment in research and innovation

- Take full account of the strategic role of the road construction and maintenance sector in the proposed Horizon 2020 budget
- Endorse the use of Structural and Cohesion Funds to leverage investments in safe and efficient transport networks
- Support an effective technology transfer

### Develop a sustainable roads' policy

- Keep Member States' commitments to the Vision Zero Initiative clear and reportable
- Insist on continuous improvements to the safety and quality of the network
- Provide the necessary funding for proper maintenance of the existing network



*The European roads sector calls upon the European Commission, European Parliament and the Member States to coordinate efforts at all levels of government in order to implement coherent and balanced policies and legislation based on a level playing field between public and private actors as well as between the EU and third countries.*

*More specifically, European and national policy makers should ensure coherence between their policy decisions and consequent investment decisions, even if this requires more flexibility in the interpretation of stability pact principles.*