



European Commission - Directorate General for Energy and Transport

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# European transport infrastructure charging policy

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# The policy:

- Pricing incentives and financing
  - 1995 Green Paper on fair and efficient pricing
    - economic assessment of transport policy
      - marginal social cost pricing, polluter pays principle
  - 1998 White Paper
    - harmonised charging principles across Member States, to reduce distortions to the single market;
    - common charging principles to all modes of transport

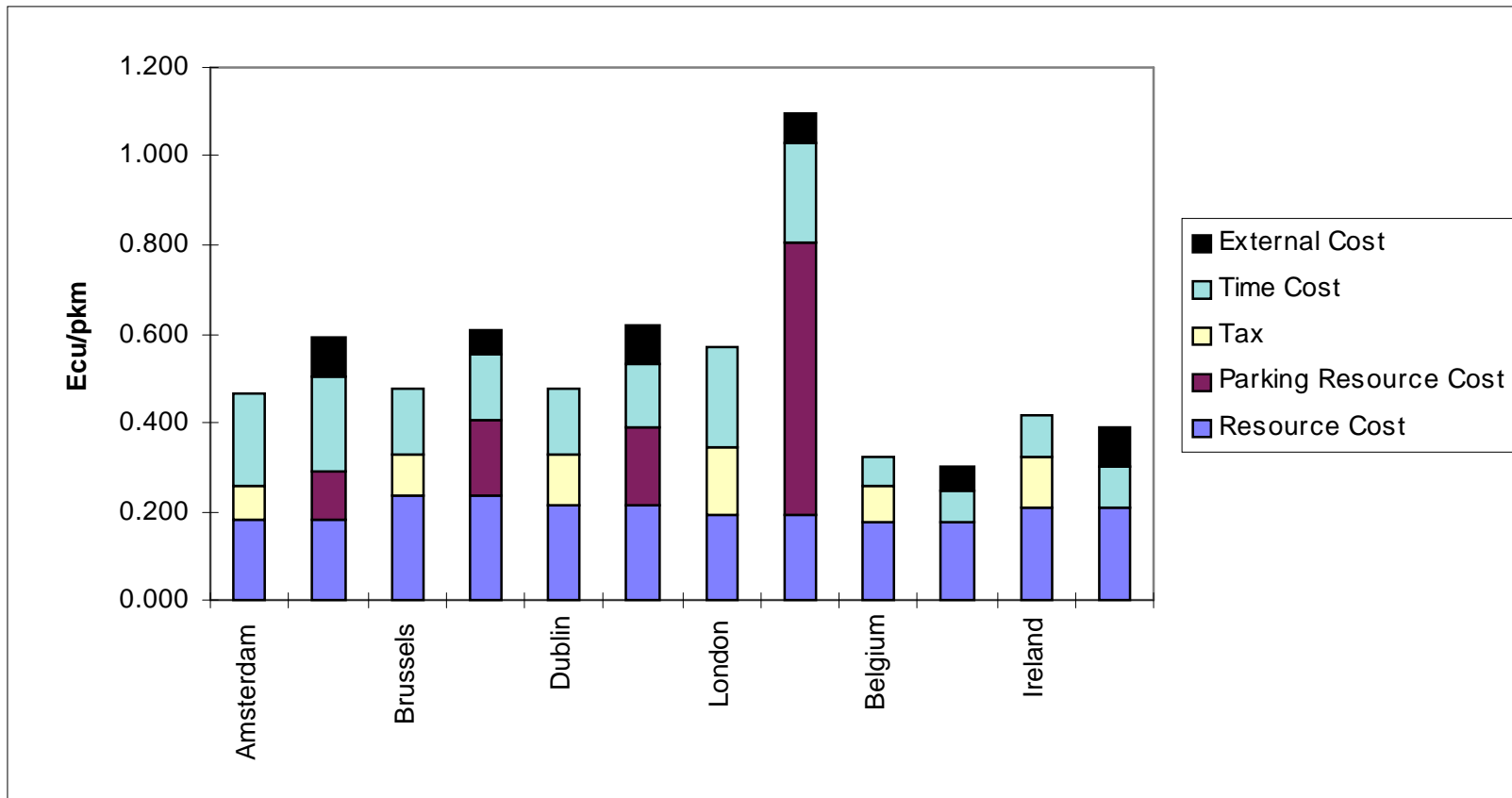


# The supporting analysis

- 4th & 5th Research Framework Programme, EU studies, High Level Group work, Member State pilot studies
    - charging is particularly effective in urban areas (where costs are highest)
    - revenues are huge: • billions, especially with urban charging (£200 million p.a. in London)
    - impact on traffic smaller (not 0): traffic - 2-6%, external costs - 3-5%, speeds + 5-12%
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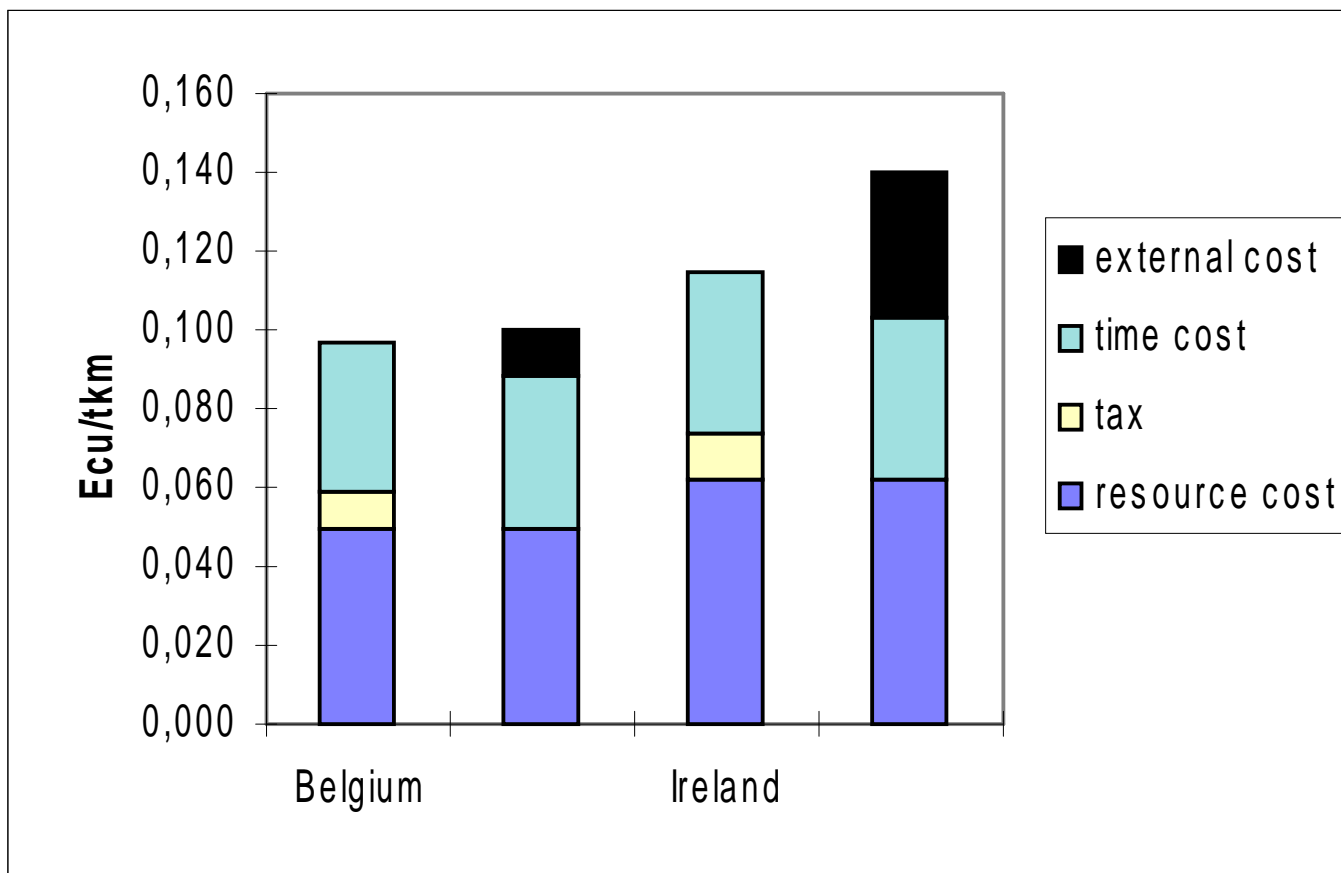


## Prices and costs for urban car travel





## Prices and costs for inter-urban truck travel





# Implementation:

- Directive 1999/62 - road charges on motorways
  - Directive 2001/14 - rail charges
  - 2001 White Paper on the Common Transport Policy
  - Research:
    - CUPID: <http://www.transport-pricing.net/what22.html>
    - • uroprice: <http://www.euoprice-network.org/what.htm>
    - IMPRINT EUROPE: <http://www.imprint-eu.org/links.htm>
    - UNITE: <http://www.its.leeds.ac.uk/research/index.html>
    - CIVITAS: [http://europa.eu.int/comm/energy\\_transport/en/cut\\_en/cut\\_civitas\\_en.html](http://europa.eu.int/comm/energy_transport/en/cut_en/cut_civitas_en.html)
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# Forthcoming:

- Framework directive on pricing
  - same legal regime for all modes: transparent, non discriminatory, cost based charges
    - (variable, reflecting environmental criteria & time of travel)
- revision of Directive 99/62
  - all roads, all commercial vehicles, paying social costs
- Marco Polo assistance for multi-modal transport



# Conclusion

- White Paper re-emphasises role of charges in reducing congestion and pollution and to finance new infrastructure
- Existing and new directives require cost based charges
- Entirely relevant for urban transport
  - demonstration projects, further research and networks promoting charging tool amongst member states