



# Differentiated Infrastructure Charging: A Comparison of Theory and Practise

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## Abstract

In the European Union, the infrastructure charging regimes that can be observed are often far from internalising external costs and are rarely based on efficiency principles. In this situation differentiation of existing charges appears to be a sensible intermediate step.

In this paper we study the empirical evidence of the different aspects that affect infrastructure pricing as described by theory. In order to do so information was collected from a number of case studies, and a set of indicators is defined in order to allow for the analysis of price differentiation practise with respect to the degree of differentiation as well as to account for the level of ambition of the price setting actors.

The cross-case analysis is based on a number of hypotheses that are drawn from the theoretical framework. Testing for the hypotheses using the case study information allows us to establish an overview of the current state of differentiated infrastructure charging.

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