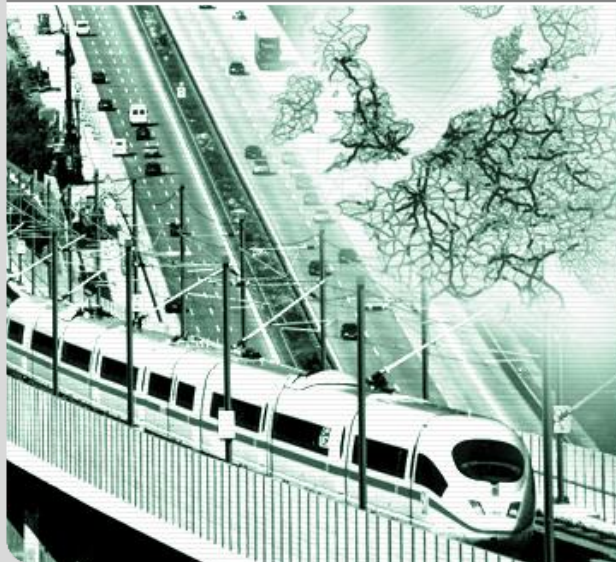


# Eurovignette Directive – what is new? effects?

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## What is new?

- External cost charge (“polluter pays”) may now be added to the toll
- External costs are ONLY pollution and noise
- Average cost instead of marginal cost
- Thus, no congestion cost
  
- However, a mark up of 175% for up to 5 hours daily is possible (maximum: 175% of the average toll / cost level)
- **Classification of roads:** Suburban roads (including motorways) and interurban roads (including motorways) shall be based on objective criteria
- Objective criteria is related to the level of exposure of the roads and their vicinities to pollution such as population density, and the yearly number of pollution peaks measured in accordance with this Directive
- **Classification of vehicles:** Variation of tolls may be defined by the Member State

# Maximum values - noise

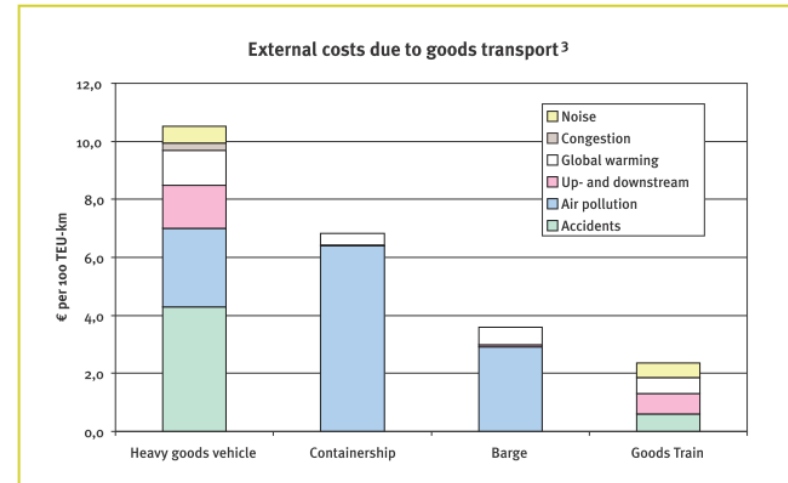
## ■ Noise cost table:

Noise	Suburban roads	Interurban roads	Mountain areas
Day	up to 1,1	up to 0,2	may be doubled
Night	up to 2,0	up to 0,3	

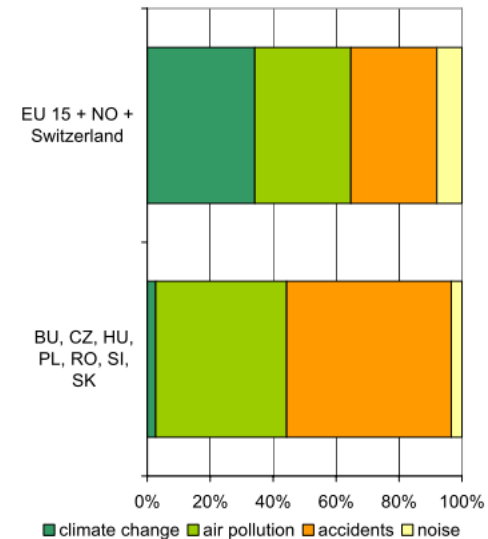
Trucks weighting more than 12 t, less to 3,5 t are optional in [cent/km]

Unit values per cost component in €ct/vehicle-km									
Cost component	Passenger car				Goods vehicle				
	Urban Roads	Motorways	Rural Roads	weighted average	Urban Roads	Motorways	Rural Roads	weighted average	
Congestion <sup>1</sup>	peak	30.0	10.0	5.0	11.1	75.0	35.0	13.0	31.0
	off-peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	weighted average	12.0	4.0	2.0	4.4	30.0	14.0	5.2	12.4
Accidents <sup>2</sup>		4.2	0.3	1.6	1.7	10.7	0.3	2.7	3.4
Noise <sup>3</sup>		0.8	0.0	0.0	0.2	7.6	0.0	0.1	1.4
Air pollution <sup>4</sup>		0.5	0.3	0.3	0.3	7.0	5.3	5.8	5.9
Climate change <sup>4</sup>		0.7	0.4	0.4	0.4	1.8	1.5	1.6	1.6
Up- and downstream processes <sup>4</sup>		0.9	0.6	0.6	0.7	2.1	1.7	1.9	1.9
Nature & landscape <sup>5</sup>		0.0	0.4	0.4	0.3	0.0	1.2	1.2	0.9
Soil & water pollution <sup>6</sup>		0.1	0.1	0.1	0.1	1.0	1.0	1.0	1.0

External costs in the transport sector - A critical review of the EC-Internalisation - Policy



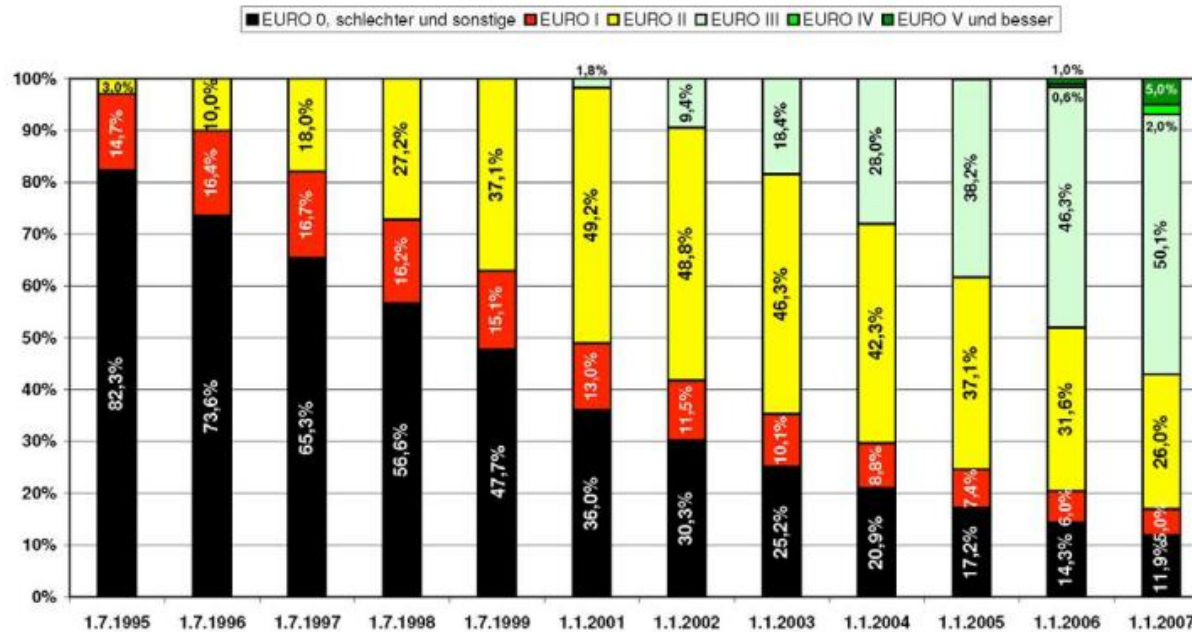
"External Costs - Research results on socio-environmental damages due to electricity and transport" Study EUR 20198 S. 15;



TERM 2005 25 - External costs and charges per vehicle type von der European Environment Agency S.3

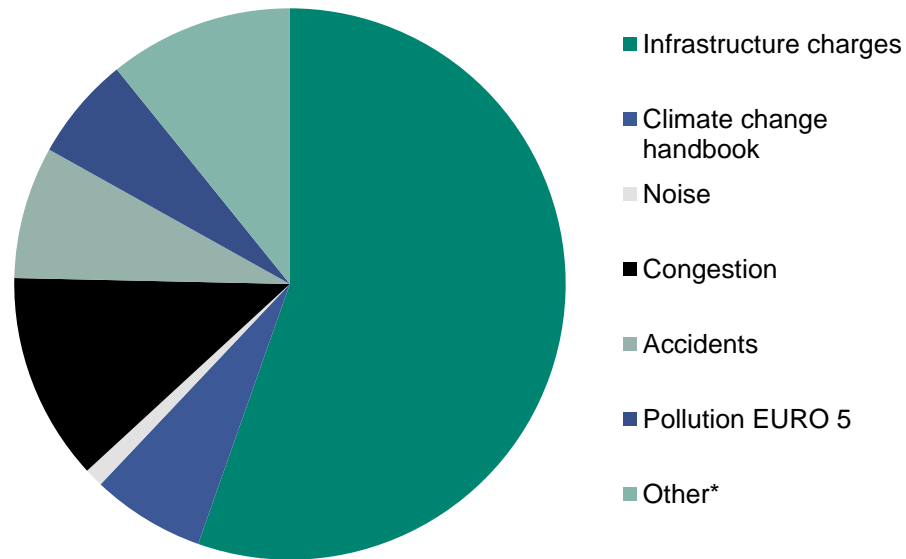
# Values Pollution

cent/vehicle.kilometre	Suburban roads (including motorways)	Interurban roads (including motorways)
EURO 0	16	12
EURO I	11	8
EURO II	9	7
EURO III	7	6
EURO IV	4	3
EURO V	0	0
after 31 December 2013	3	2
EURO VI	0	0
after 31 December 2017	2	1
Less polluting than EURO VI	0	0



# Other external costs?

## ■ Why noise and air pollution?



\* Such as: Up and downstream processes, denaturalization of landscapes, etc

# Effects and Discussion

May be a start, but nothing more...

- Toll Systems are **already** widely operating
- Increase of truck charges per km of about 3-5 cent. (Rail: 70 cent./ Road: 110 cent.)
- Impacts on modal shift?
- Variation by time of day
- Without tolls for cars there is no significant effect to reduce peak-hour traffic volumes
- As shown other external factors are not considered, even though they are deemed to play a noteworthy role as well
- Moreover, air pollution and especially noise are not the most important external costs
- Average cost instead of SRMC.
- Good incentive to buy new trucks in order to avoid air pollution toll
- Equal treatment of railways?
- Effects from an increase in fuel prices are comparably stronger