

A decorative graphic consisting of numerous thin, curved lines that sweep across the page from the top left towards the bottom right, creating a sense of motion and depth.

WALDECK
RECHTSANWÄLTE

premium thinking

INFRADAY 2011

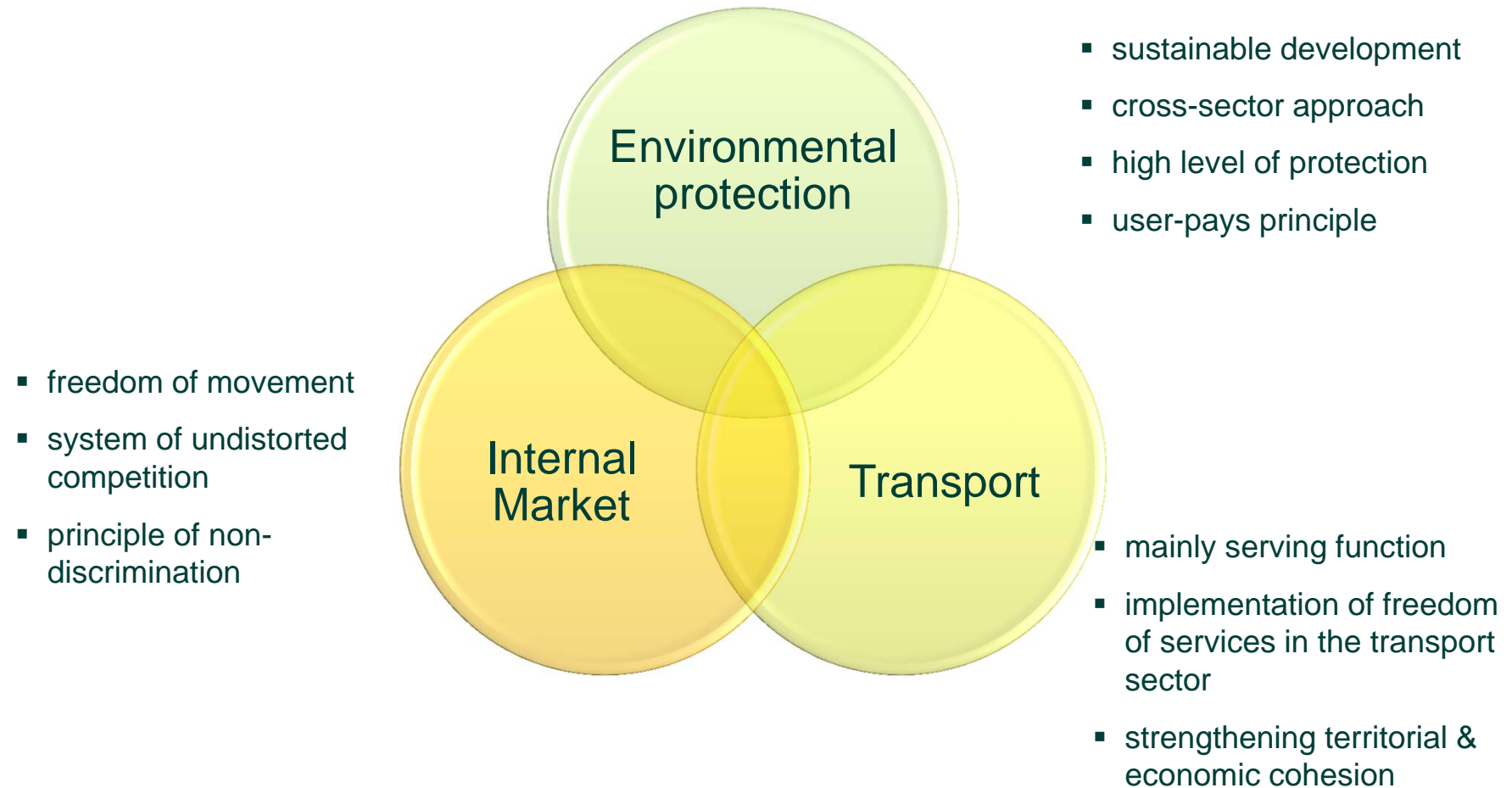
Panel on road pricing – a new perspective

7 October 2011, Berlin

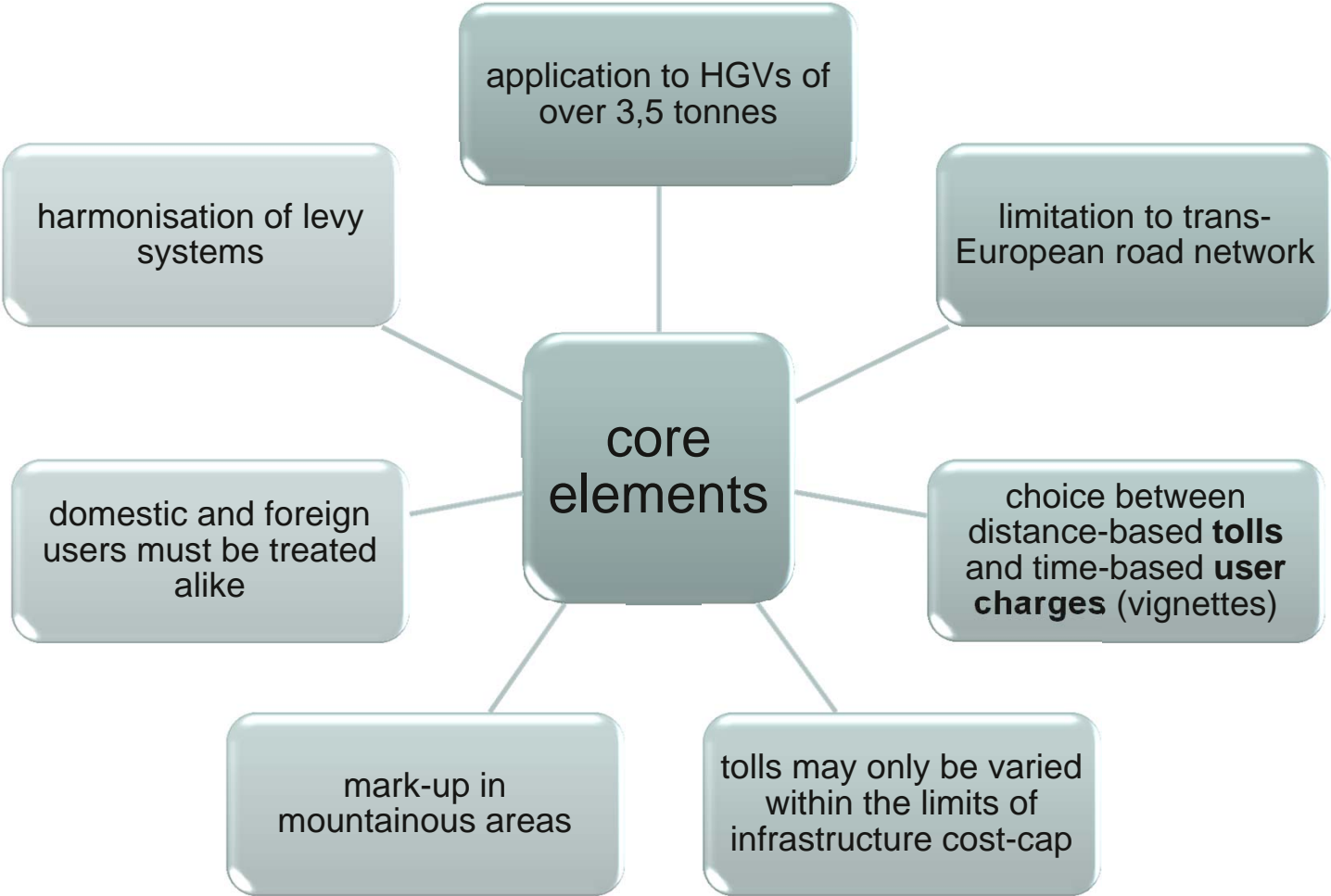
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HGV charging affects three vital EU policy areas



Key features of the Eurovignette-Directive 1999/62/EC



Shortcomings of the present system



1

Current levy-system **fails to send right price signals** to induce environment-friendly behaviour and **sustainable transport**

2

In most cases road **users** are all **treated alike**, irrespective of the pollution or congestion they cause

3

Tolls are limited to the recovery of infrastructure costs, any variations must respect the “infrastructure cost-cap”

4

Restriction to the trans-European road network bears risks of **inconsistent pricing structures** and **detour effects** of international transport

5

Failing to enable more efficient and greener road pricing triggers uncoordinated unilateral measures potentially **disrupting supply chains** and **creating disproportionate obstacles** to the **freedom of movement**

Key features of the revised Eurovignette-Directive 2011

Tailored strategy on the internalisation of external costs of the road haulage sector



1

Tolling as the **instrument of choice** to internalise detrimental external effects of HGV traffic

2

Internalisation of external costs of **local air** and **noise pollution** by way of an **external-cost charge** in addition to the levying of infrastructure charges

3

Detrimental effects of **congestion** may only be reflected as a variations of the infrastructure charge (**infrastructure cost-cap** and **maximum flexibility thresholds apply**)

4

Common methodology and **upper ceilings** for the **calculation** of external cost-charges to **avoid distortions of competition** and **undue overcharging of hauliers**

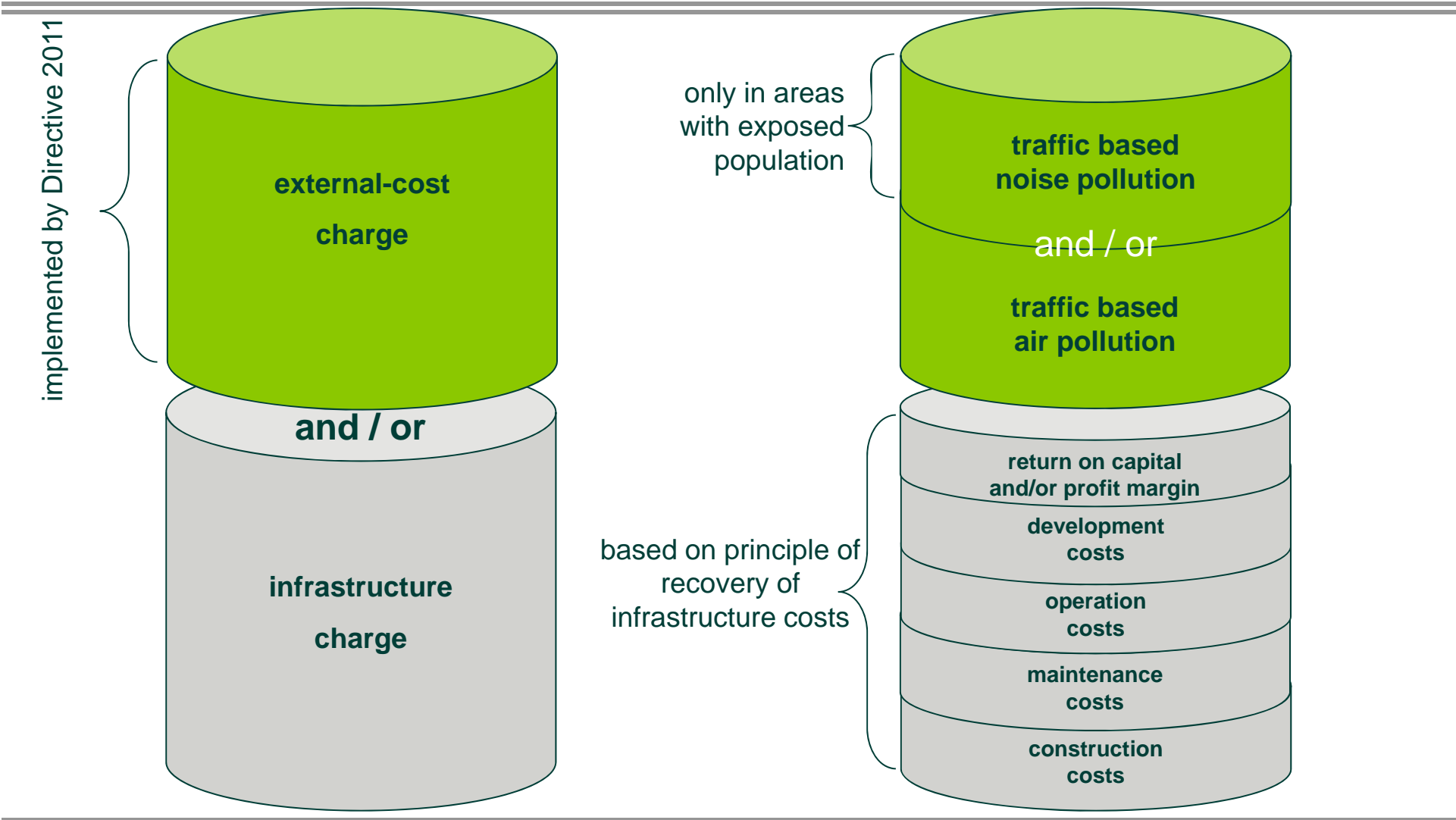
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Implementation of the “polluter pays” principle by sending right pricing signals to users

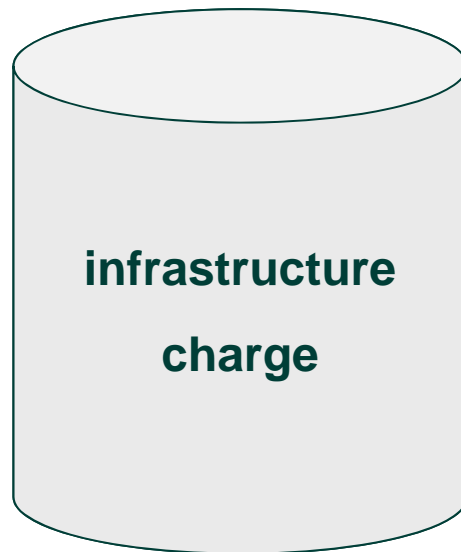
6

scope extended beyond trans-European road network to **all classified motorways**

Functioning of the new differentiated tolling system



Conversely, congestion costs may only be reflected within the infrastructure cost regime



- shall be varied according to **EURO emission classes**
- may be varied for the purpose of
 - reducing **congestion**
 - minimising **infrastructure damage**
 - **optimising the use** of the infrastructure
 - promoting **road safety**
- conditions for variation:
 - transparent, made public and available to all users on equal terms
 - application according to time of day, type of day or season
 - maximum **175%-flexibility threshold**

variation must respect revenue neutrality / infrastructure cost-cap

Roadmap to a Single EU Transport Area

The White Paper 2011

Initiatives on smart pricing

Phase I (up to 2016)

- Restructure transport charges and taxes – **wider application** of the „**polluter pays**“ and „**user pays**“ principle
- The **transport sector** should bear the **total costs of transport** in terms of infrastructure and external costs
- Phase in a **mandatory infrastructure charge** for HGVs
- **Evaluate existing car road charging schemes** and their compatibility with the EU-Treaties. Develop **guidelines** for the **application of internalisation charges to all vehicles** and for **all main externalities**
- Proceed with the **internalisation of external costs for all modes of transport** applying common principles while taking into account specifics of each mode
- Create a framework for **earmarking revenues** from transport for the development of **an integrated and efficient transport system**

Phase II (2016 to 2020)

- Proceed to the **full and mandatory internalisation of external costs for road and rail transport**