

The charging of the use of road infrastructure

Part I. About you

In what capacity are you completing this questionnaire? -single choice reply-(compulsory)	On behalf of an industry association or a non-governmental organisation (NGO)
Is your association/organisation registered in the Transparency Register of the European Commission http://europa.eu/transparency-register/index_en.htm ? Your contribution will be considered "as a citizen" if your organisation is not registered in this register -single choice reply-(compulsory)	No
What is the name of the company, organisation or authority? -open reply-(compulsory)	Riksorganisationen Sveriges MotorCyklister, SMC - The Swedish Motorcyclists Association
Please specify your main country of operations or residence. For international or European organisations, please choose "international". -single choice reply-(compulsory)	Sweden
Please specify which interests you (the organisation on behalf of which you respond) represent (multiple answers possible) -multiple choices reply-(compulsory)	Private car or motorbike use
Comments -open reply-(optional)	
SMC represents all Swedish motorcyclists who rides on public roads. SMC has 65 000 members out of 270 000 MC owners. There are about 300 000 motorcycles registered in Sweden.	

Part II. Problems

1. Do you agree that, given the important role of transport networks for enabling economic activities, maintaining an efficient transport network should be one of the priorities for policy makers? -single choice reply-(compulsory)	Strongly agree
Comments -open reply-(optional)	
Owneres of heavy and pollutant vehicles should have a higher financial burden	
2. Do you agree that users of the transport infrastructure, rather than tax payers, should cover the costs related to the maintenance of the transport infrastructure (i.e. in accordance with the 'user pays' principle)?	Somewhat disagree

-single choice reply-(compulsory)	
Comments -open reply-(optional)	
Road infrastructure is a common good and therefore even those who do not use it at all do indirectly benefit. It's impossible to charge pedestrians and bicyclists who also use the infrastructure.	
<p><i>The cost of congestion (delay in the travel time caused by high traffic levels compared to a free flow situation) for the economy and society in the EU are estimated to amount to 1% of GDP on average, while in the more densely populated central regions of the EU the figure is closer to 2% of GDP. Congestion is not only an urban phenomenon: it extends to the entry and exit roads from the cities; inter-urban highways in heavily urbanised or industrialised areas; mountain crossings; roads with heavy transit traffic; roads under reconstruction; other roads with important tourist traffic; etc. Users of non-urban roads in areas such as South-East England, the Ruhr Region, the Benelux countries and the surroundings of main cities across Europe experience regular and frequent traffic jams.</i></p> <p><i>The EU legislation on road charging concentrates on the inter-urban network, leaving congestion management in cities in the hands of local authorities.</i></p> <hr/> <p>3. In addition to being a problem in city centres, do you think that congestion on the inter-urban and suburban network is a major social and economic problem? The suburban network is defined, for the purpose of this questionnaire, as lying inside the less densely populated part of a large urban area (which can be within or outside the administrative boundaries of the city).</p>	No, congestion is a problem only within urban areas
-single choice reply-(compulsory)	
Comments -open reply-(optional)	
Sweden is a huge countru with only 9 million inhabitants. But, in the bigger cities congestion is a problem. A solution is using a power two wheeler instead of the car which reduce the congestion.	
4. Would you be in favour of charges for the use of the congested parts of the interurban road network during peak hours if it eased congestion problems?	Yes
-single choice reply-(compulsory)	
Comments -open reply-(optional)	
We have congestion fees in Stockholm, but motorcycles and mopeds are excluded. We will get the same fees in Gothenburg, motorcycles and mopeds will be excluded.	
<i>Transport-related air pollution causes damage to humans, the biosphere, soil, water, buildings and materials. The most important pollutants from road</i>	Yes

transport are particulate matter (PM_{10} , $PM_{2.5}$), the breathing in of which has serious impacts on human health, carbon monoxide (CO) and nitrogen oxides (NO_x). New vehicles marketed in the EU must respect increasingly stringent mandatory emission norms (so-called EURO classes), but the impact of those standards on overall pollution levels is delayed given the relatively slow rate of replacement of the fleet. Moreover, in spite of these standards, vehicles will continue to emit pollutants, even if at lower levels, in particular small particulates with detrimental effects on health. Also the noise generated by transport has a proven negative impact on the health of exposed human populations. Currently, EU legislation gives the possibility (but not the obligation) of introducing a noise and/or air pollution component in the tolls (distance charges) collected, subject to maximum values defined in the legislation.

Transport is also an important source of greenhouse gas (GHG) emissions, and the only economic sector where these emissions are still growing. Road transport accounts for just below $\frac{3}{4}$ of the total GHG emissions from transport in the EU. Increased levels of GHG emissions are the main factor responsible for climate change. Energy taxation is often regarded as a cost-efficient way to charge for the costs of climate change. In practice in most Member States such taxation has no explicit component related to climate change. A Commission proposal to review the Energy Taxation Directive, currently discussed in the Council of the European Union, is however proposing the clear separation of the CO₂ component of fuel taxes.

5. Do you agree that vehicles should be charged for the environmental costs which they generate (i.e. in accordance with the 'polluter pays' principle)?

-single choice reply-(compulsory)

For what costs should vehicles then be charged?
(Multiple answers possible)

-multiple choices reply-(compulsory)

For air pollution - For climate change

Comments

-open reply-(optional)

It is important to clearly differentiate between vehicles in respect to amount of impact on the environment. Powered two wheelers not only consume less fuel but also require less resources during production.

By putting a price on the social costs generated by transport users (notably the costs of infrastructure damage, congestion, noise and air pollution, and potentially climate change), road charges should in principle guide the users towards more sustainable transport choices. The variety of the

Don't know / No opinion

pricing systems in the Member States (different vehicle coverage, average charge level, types of costs covered, network coverage, etc.) means however that users receive conflicting price signals depending on the country and route on which they travel. For instance, a heavy goods vehicle driving on a German motorway will pay an infrastructure charge in the range of 14-29 cents/km (depending on the vehicle class), but would not pay any charge on a parallel motorway in the neighbouring French region of Alsace. In Belgium, the same driver wouldn't be asked to pay a toll per km, but a fixed charge that would give him unlimited access to the road network during a defined period of time. The differences in the levels of (annual) vehicle taxation add to the confusion.

Examples of inconsistent and misleading price signals can also be observed at the national level. A heavy goods vehicle travelling from Lille to Paris is charged a toll on the relatively uncongested part of the motorway in a rural area until the toll booth in Senlis, but is not charged at all on the most congested and expensive to build stretch just before Paris.

6. Evidence collected in the past suggests that the introduction of a new tolling scheme results in the diversion of traffic to parallel, uncharged routes. Do you agree that road charges on parallel routes must be coordinated – both within and between Member States – to avoid such traffic re-routing?

-single choice reply-(optional)

Comments

-open reply-(optional)

Charges for heavy goods vehicles to use roads exist in a majority of Member States. However, despite some harmonising effects of EU legislation, there is still a patchwork of incompatible systems. Today, international hauliers need the Eurovignette, four different national vignettes and 11 different tags and tolling contracts to drive unhindered on EU roads. It has been frequently reported to the European Commission that this situation is the source of significant administrative burden.

Yes

7. Should toll booths be replaced by barrier-free electronic tolling?

-single choice reply-(compulsory)

Comments

-open reply-(optional)

It works in Stockholm and will do in Gothenburg. New bridge fees will be operated in the same way, also for heavy trucks. But, in the electronic system motorcycles and mopeds must be excluded - it doesn't work for power two wheelers. Since motorcycles and mopeds are not the target group, SMC think this is a fair system.

8. Do you think that European toll services, i.e. services offering the possibility to use all tolled roads with one contract and one on-board unit, should be made available on all tolled roads?

-single choice reply-(compulsory)

Yes, for heavy goods vehicles, even if it does result in a small increase in tolls

Comments

-open reply-(optional)

There is already European legislation in the field of vignettes and tolls for heavy goods vehicles, which guarantees a certain level of transparency in the way road charges are fixed and amended, and thus protects infrastructure users from discrimination. The question may arise on the need to create a similar framework for the use of tolled roads by other motorists.

9. Should the rationale behind the level of road tolls and vignette prices be explained in a more transparent manner?

Do you think that users should be consulted directly or indirectly (through professional organisations which represent their interests) when toll levels/vignette prices are modified?

-single choice reply-(compulsory)

Yes, the information should be provided in a more transparent manner and users should be consulted when toll levels are modified

Comments

-open reply-(optional)

10. Are you aware of situations where road users are regularly exposed to problems or discriminatory treatment related to road charging in the EU?

-single choice reply-(compulsory)

Yes

10a. Please indicate what kind of situations you are referring to.

(Multiple answers are possible)

-multiple choices reply-(compulsory)

Situations of discriminatory treatment

Please describe these situations of discriminatory treatment

-open reply-(compulsory)

Motorcycles pay the same fee as a car but use the road in a much less extent.

Comments

-open reply-(optional)

Part III. Possible ways of implementing road charges

Developing and/or maintaining national road infrastructure -single choice reply-(optional)	1
Sustainable transport, including public transport and transport research -single choice reply-(optional)	2
A European transport fund for developing and maintaining transport infrastructure of European importance -single choice reply-(optional)	3
Reduction of transport taxes (e.g. vehicle taxes, fuel duties) -single choice reply-(optional)	4
Reduction of labour taxes -single choice reply-(optional)	
Fiscal consolidation -single choice reply-(optional)	5
Other (please specify) -single choice reply-(optional)	
If you chose "Other", then please specify. -open reply-(optional)	
11a. If you chose "developing and/or maintaining national road infrastructure": Would the binding obligation for Member States to adequately maintain the charged road network be a satisfactory alternative to mandatory earmarking? -single choice reply-(optional)	Yes
Comments -open reply-(optional)	
<i>Road users pay a lot of taxes, such as registration taxes, annual circulation taxes, fuel excise duties or VAT, although different taxes apply in different countries. It is often argued that the fuel excise duty alone is at a level which would be enough to cover the main external costs of road transport. However, due to the character of general taxation, current taxes fail to sufficiently steer users towards more sustainable behaviour such as using infrastructure outside of peak hours, using cleaner vehicles or using public transport. The various existing charges and taxes should be restructured in the direction of the wider application of</i>	No, I would not support the introduction of new road charges

the 'user-pays' and 'polluter pays' principles, to achieve a system where the payment has a direct link to the level of costs generated by the transport user.

12. Would you support the introduction of new road charges if they were partly compensated by the general reduction of other taxes?

-single choice reply-([compulsory](#))

Comments

-open reply-([optional](#))

13. Please indicate if you have any views on the proportion of new road charges that should be used to reduce other taxes

-open reply-([optional](#))

Tolls (distance-based charges) can be modulated to reflect congestion. By putting a price on congestion, this modulation can provide incentives for using the infrastructure outside peak hours, resulting in more fluid traffic throughout the day.

Yes, where congestion is significant in peak hours

14. Should road users pay for driving in peak hours?

-single choice reply-([compulsory](#))

Comments

-open reply-([optional](#))

It should not include motorcycles and mopeds - these are vehicles that are a solution to the congestions in the major cities. Public transport should be excluded.

15. Where road users have to pay for driving in peak hours, should the charge apply to all vehicles?

No

-single choice reply-([compulsory](#))

15a. Please specify to which vehicles it should not apply and why?

-open reply-([compulsory](#))

It should not include motorcycles and mopeds - these are vehicles that are a solution to the congestions in the major cities. Public transport should be excluded.

Part IV. Comments and Suggestions

16. Do you have any other suggestions concerning the upcoming possible initiative on road charging?

You may also email these suggestions to MOVE-ROAD-CHARGING@ec.europa.eu.

-open reply-([optional](#))

At the moment all focus in Sweden is on increased usage of bicycles, walking and using public transport to reduce congestion. Motorcycles and mopeds weren't even mentioned when the future of mobility in Stockholm was investigated this year. This is strange but probably a result of seeing motorcycles and mopeds as vehicles with high risk. If motorcycles and mopeds were allowed in buslanes, more MC parkings were invented and PTW seen as a part of the solution instead of a problem - cities could earn a lot!