



**EUSALP** EU STRATEGY FOR THE ALPINE REGION

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# Activity B2 – Towards an integrated incentive system Proposals for follow-up

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CLIMONOMICS

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18-19 March 2019 Bolzano



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# Starting point: Recommendations of Pricing study

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## Comparative analysis of pricing components (TRT 2018):

- Different pricing approaches and rationales applied in Alpine countries
    - Different levels of taxes, charges, incentives
    - Different criteria for differentiation
- need for better streamlining and harmonization to improve level-playing field

- TRT study identifies 5 major recommendations with follow-up potential:



Potential for common political output(s)



Potential for in-depth analysis and development of common approaches



Potential for further exchange of experiences

→ Integration in new AG4 structure

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# Recommendation 1: Harmonisation of toll levels

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## Main results and recommendations TRT:

- Large differences between level of road tolls for major Alpine corridors
  - Affects route choice
  - One influence factor for detours and ineffective use of infrastructures

## Ideas for Follow-up:



Little potential for policy outputs (revision process Eurovignette is already too advanced)



After revision process:

- Exchange on good approaches for implementing new provisions of Eurovignette
- Exchange on impacts of toll differentiation (environmental criteria, CO<sub>2</sub>-standards, other)

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## Recommendation 2: Common approach for toll differentiation

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### Main results and recommendations TRT:

- Various criteria for road toll differentiation are currently applied
  - Incentives could be improved by common approach (e.g. strong incentives for modernization of vehicles fleet)
  - Differentiation according to CO<sub>2</sub>-standards could be effective new element

### Ideas for Follow-up:



Develop common approach towards differentiation of road charges

Develop common methodology for differentiation according to CO<sub>2</sub>-standards



Integration of results in a common political statement

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## Recommendation 3: Harmonisation of energy taxes

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### Main results and recommendations TRT:

- Large discrepancies between diesel taxes affect route choice and reduce efficiency of other modal shift instruments
- Good Practices examples for rail electricity taxes support modal shift
  - Overall effectiveness of transport system could be improved through harmonisation
  - Potential to support modal-shift policies

### Ideas for Follow-up:



Further exchange on good practices with respect to energy taxation and their impacts



Common political statement on the need for harmonizing energy taxation road & rail

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## Recommendation 4: Common approach infrastructure charges

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### Main results and recommendations TRT:

- Various criteria for differentiation of rail infrastructure charges are currently applied
- Environmental criteria not yet included in all countries
  - Incentives could be improved through common and transparent approach
  - Common approach for inclusion of environmental criteria would be helpful

### Ideas for Follow-up:



Develop common approach towards differentiation of rail infrastructure charges



Integration of results in a common political statement

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## Recommendation 5: Level playing field – common strategy

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### Main results and recommendations TRT:

- Additional aspects affect the competitiveness of rail transport
  - Regulations on lengths and dimensions
  - Interoperability problems
  - Etc.
- Common strategies and coordinated implementation of measures improve efficiency

### Ideas for Follow-up:



Long-term: Work towards a common AG4 strategy with common set of measures

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## Next steps: Integration of proposals in new AG4 structure

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### Follow-up proposals with political relevance:



- Integration of insights/results into a political statement as horizontal activity (AG4 lead)
- Short-term (2019): integration into political output Italian presidency?
- Mid-term (2020): Common political statement AG4
- Long-term (2022): Common strategy AG4 as output of next work-programme

### Follow-up proposals with need for in-depth analysis



- Integration in work plan of sub groups (thematic area 1)

### Follow-up proposals with potential for further exchange



- Integration in work plan of sub groups (thematic area 1)
- New results can be integrated in Platform of Knowledge (Pok)

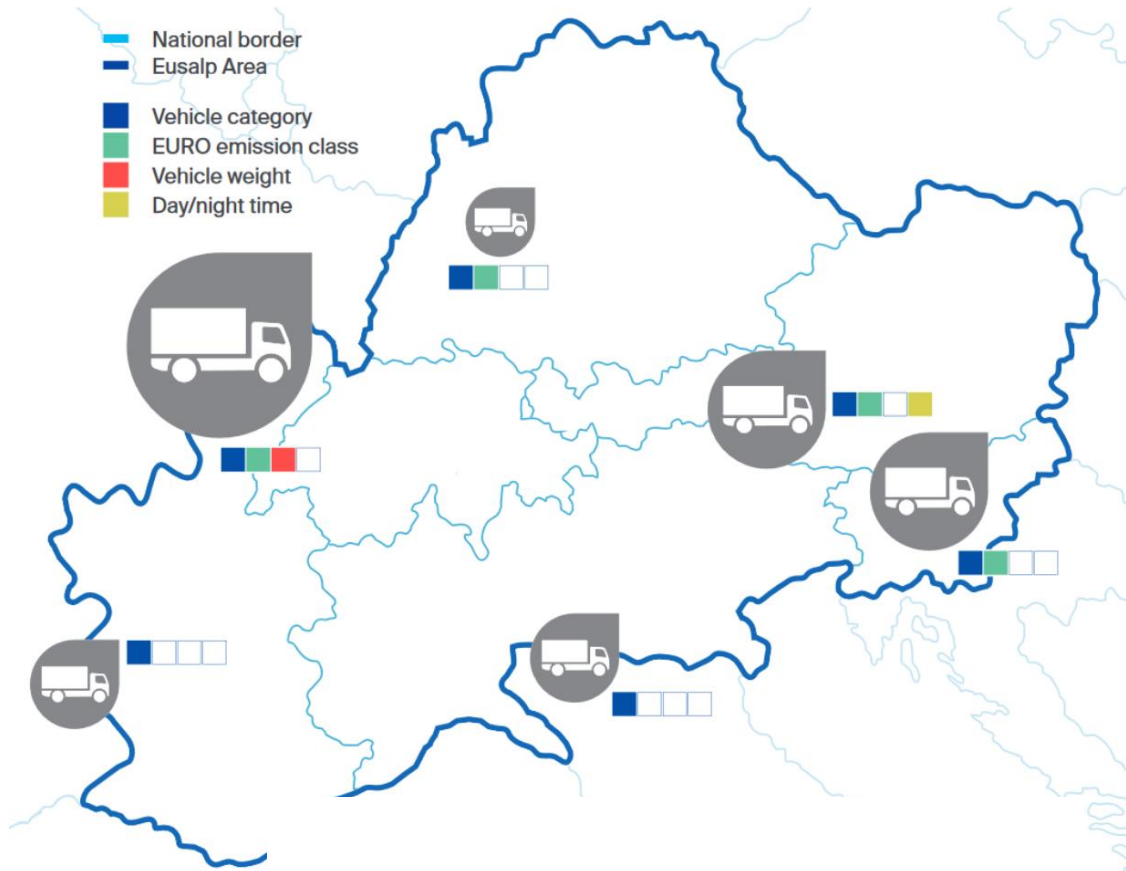
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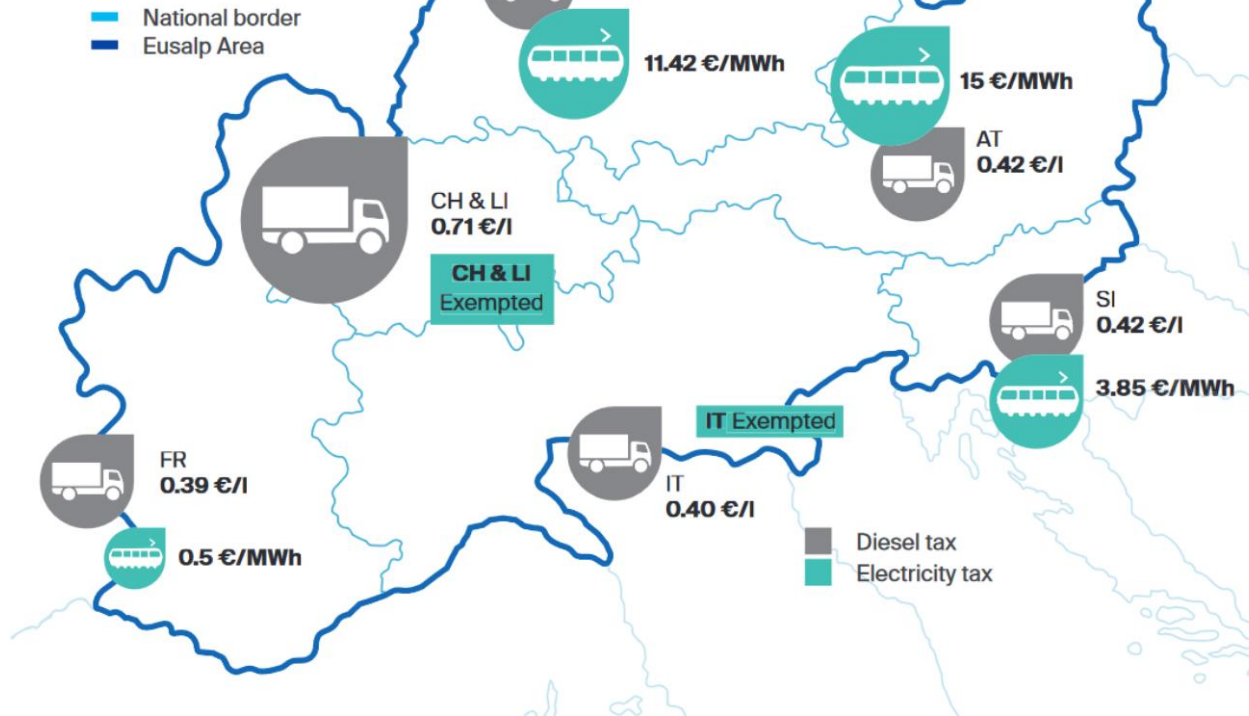
## Criteria adopted to differentiate tolls in the EUSALP Countries



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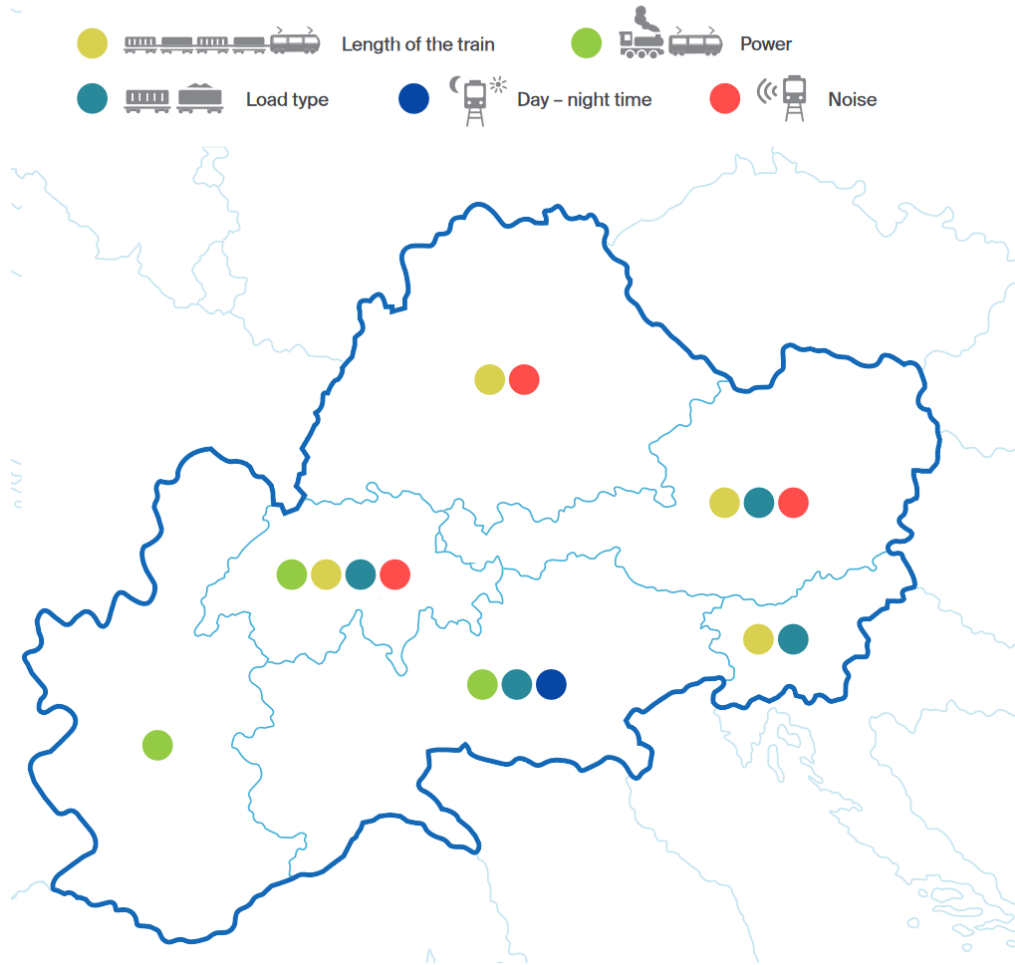
## Diesel and electricity taxes in the 7 EUSALP Countries



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# Differentiation of rail infrastructure charges in the 7 EUSALP Countries



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