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The future of road charging in the EU

The Swiss experience

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The Swiss LSVA

- Charges heavy goods vehicles (from 3,5 to 40 t)
- For the use of the whole road network (area tolling)
- Related to the distance
- Related to the admissible weight
- Related to the emission category
- Since 1 January 2001





Calculation examples

Distance: 300 km

Weight: 40 t

Euro II: € 223.10

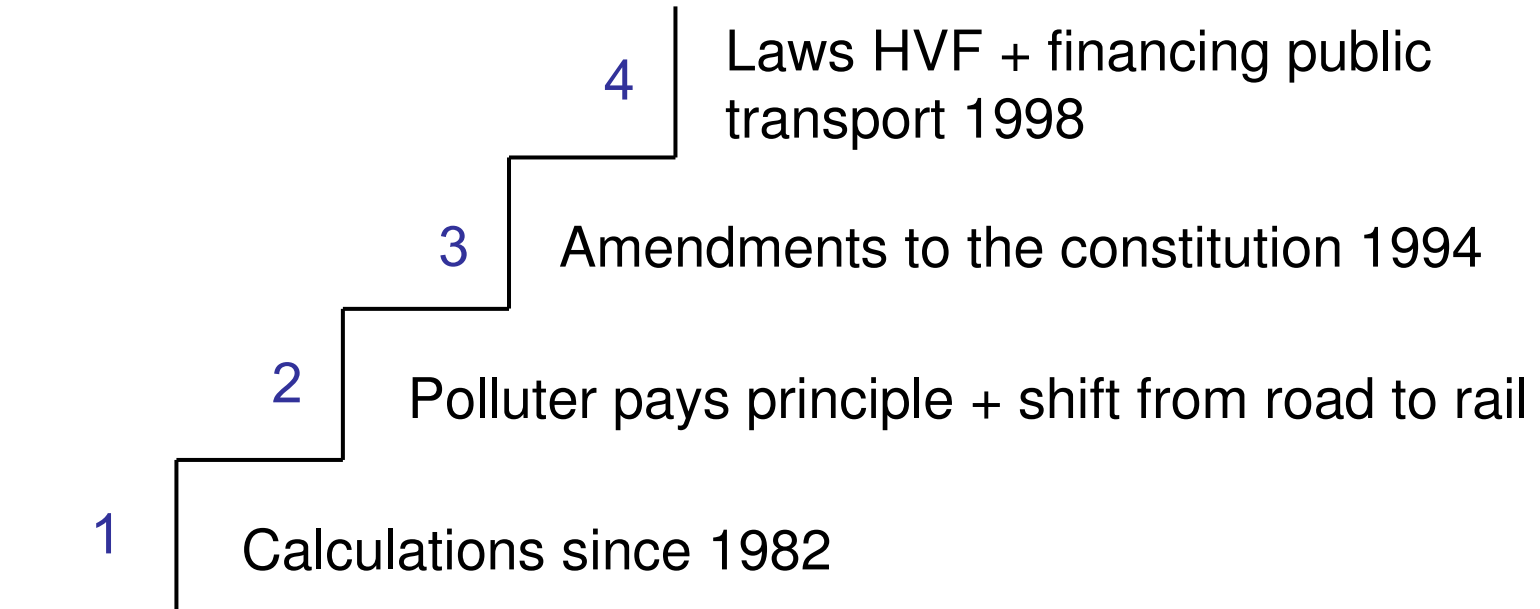
Euro V: € 164.25



Prices since 1.1.08

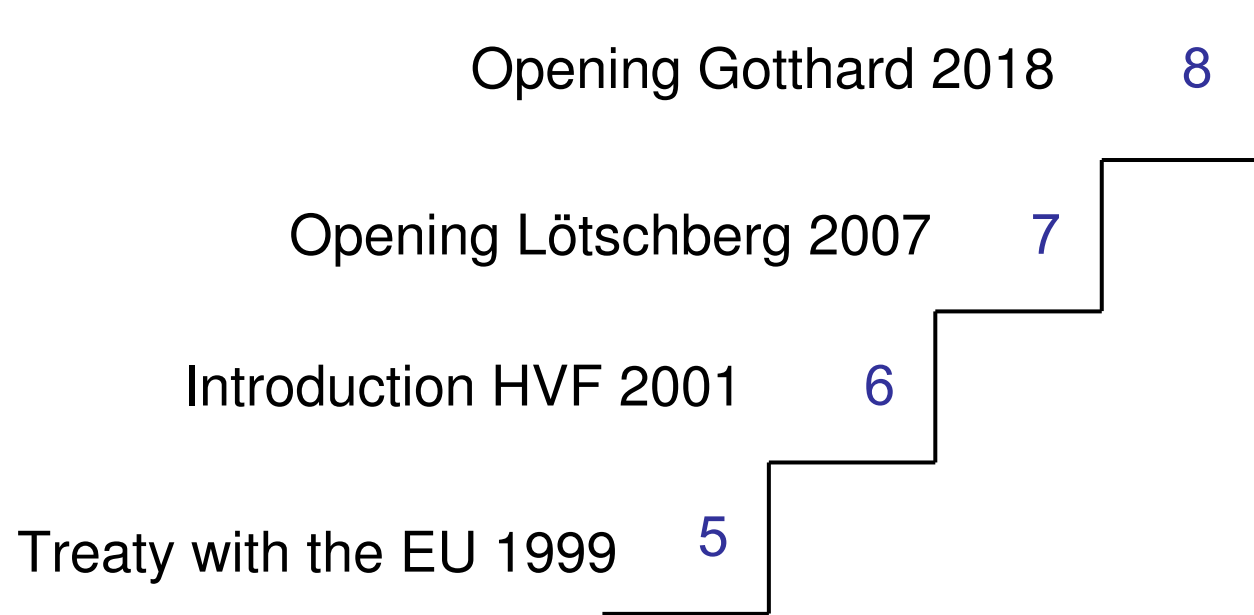


Milestones 1



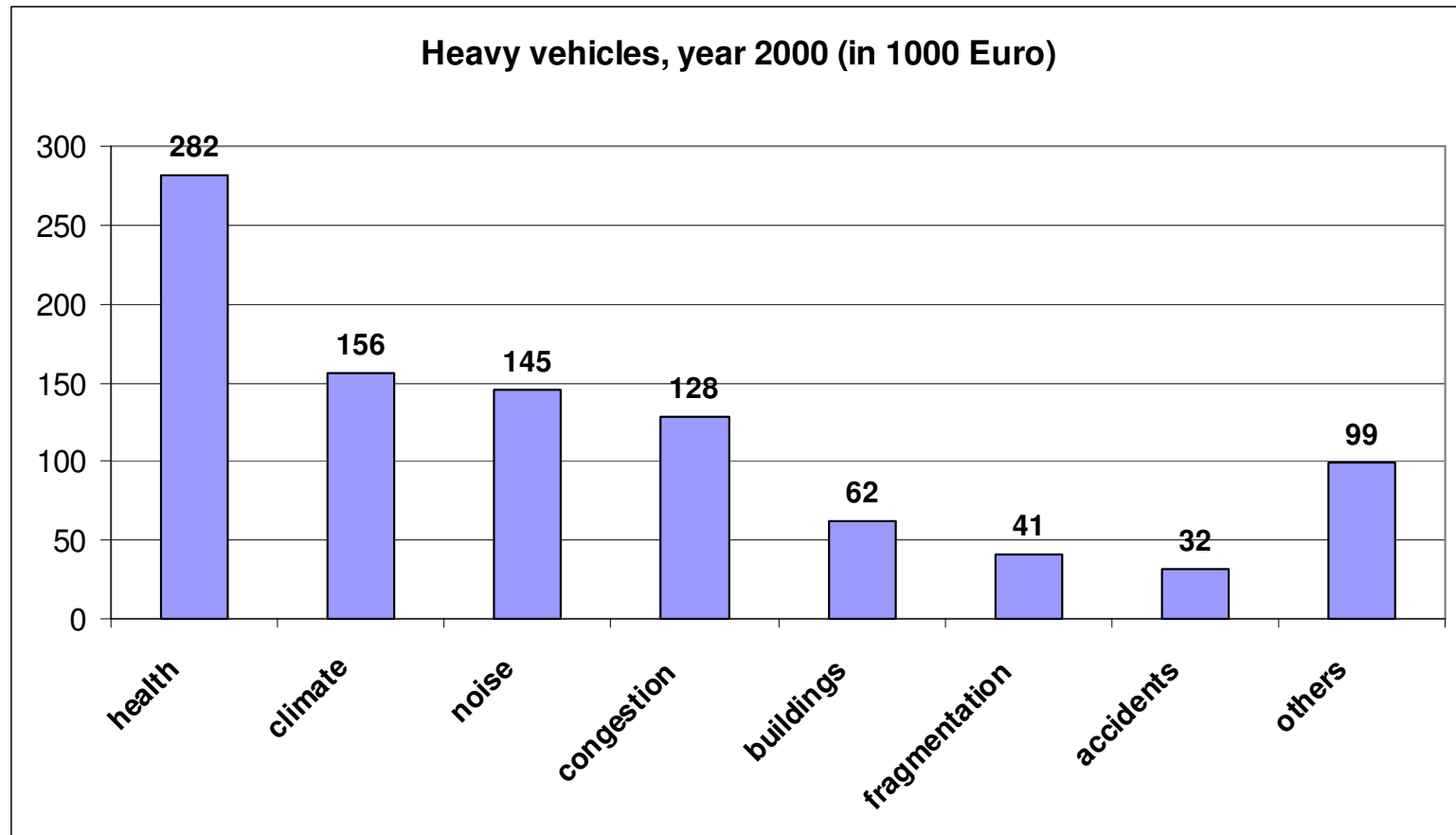


Milestones 2





External costs



-> Total: € 945 Mio.



Financing rail infrastructure

- $\frac{2}{3}$ of the revenues from the fee are earmarked for Public Transport Fund (Finöv)
 - New rail links across the alps (2 base tunnels)
 - Rail 2000
 - International links
 - Noise reduction
- Total costs about 20 Billion €



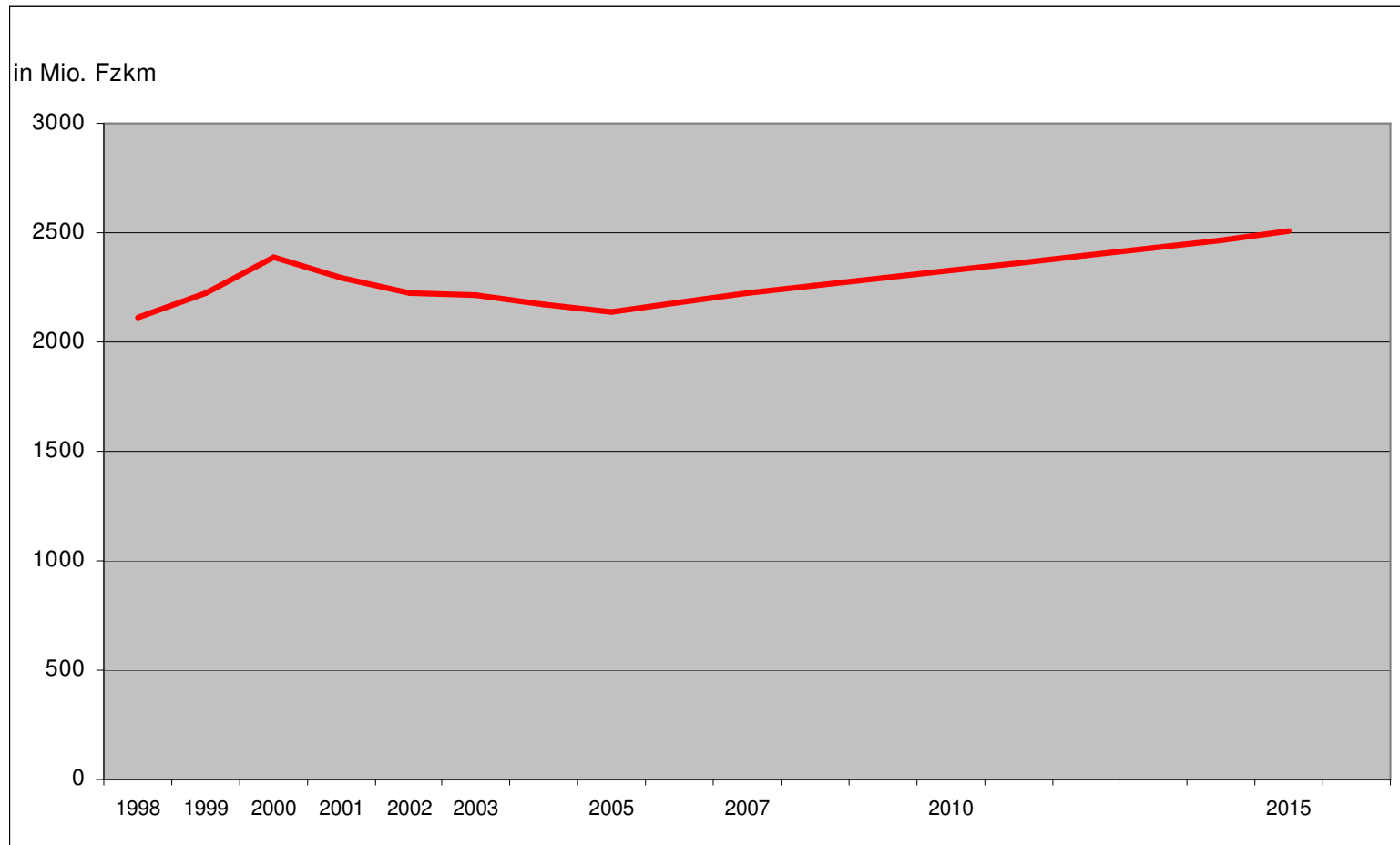


The impacts (2001 – 2005)

- More efficiency: + 16,4 % tkm, - 6,4 % vkm
- Less emissions:
 - 10 % PM10
 - 16 % NO_x
 - 4 % CO₂
- Modal Split transalpine transport (2007):
 - > 64 % rail, 26 % road
- Revenue 2006: 900 Mio. €

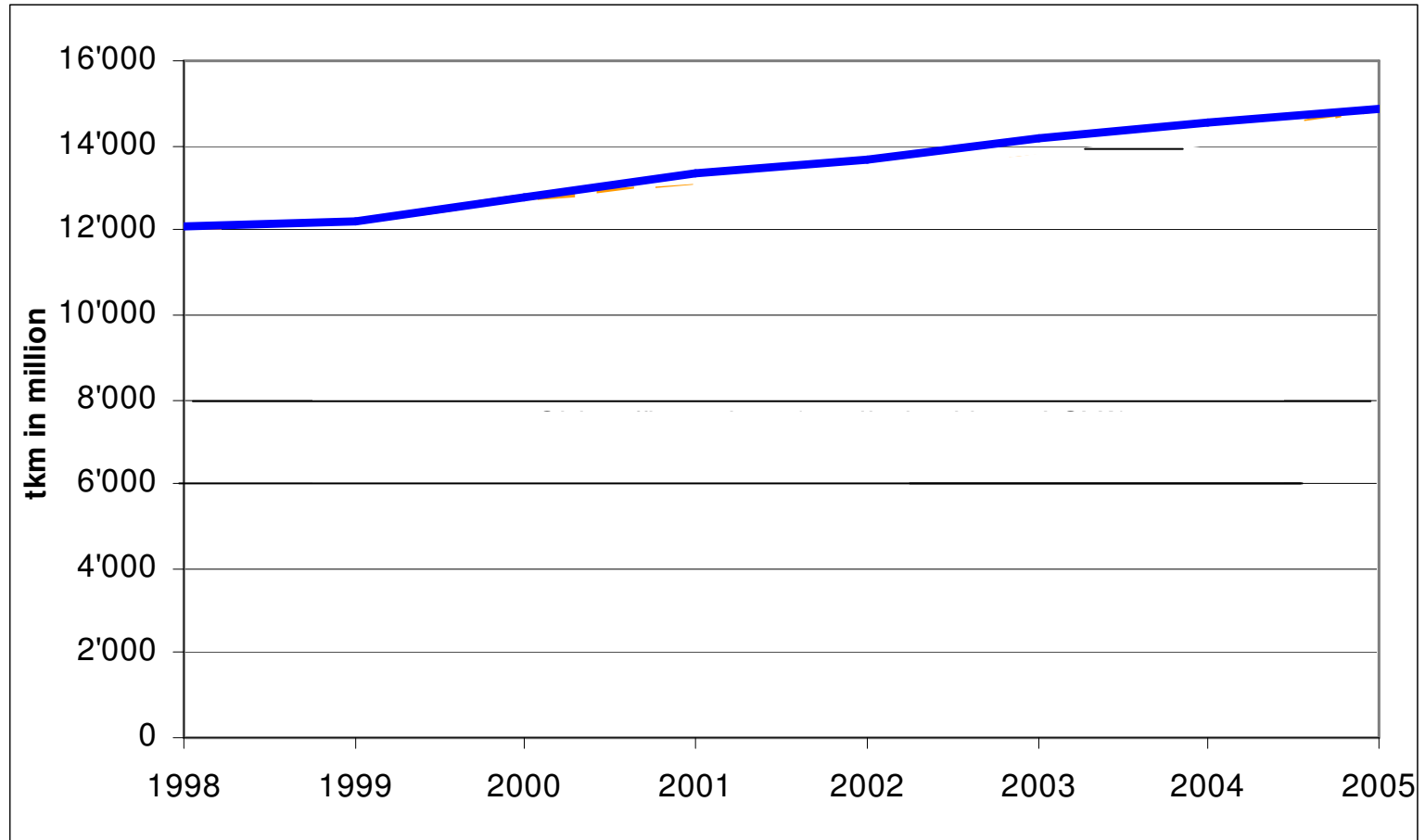


Impacts on Mileage



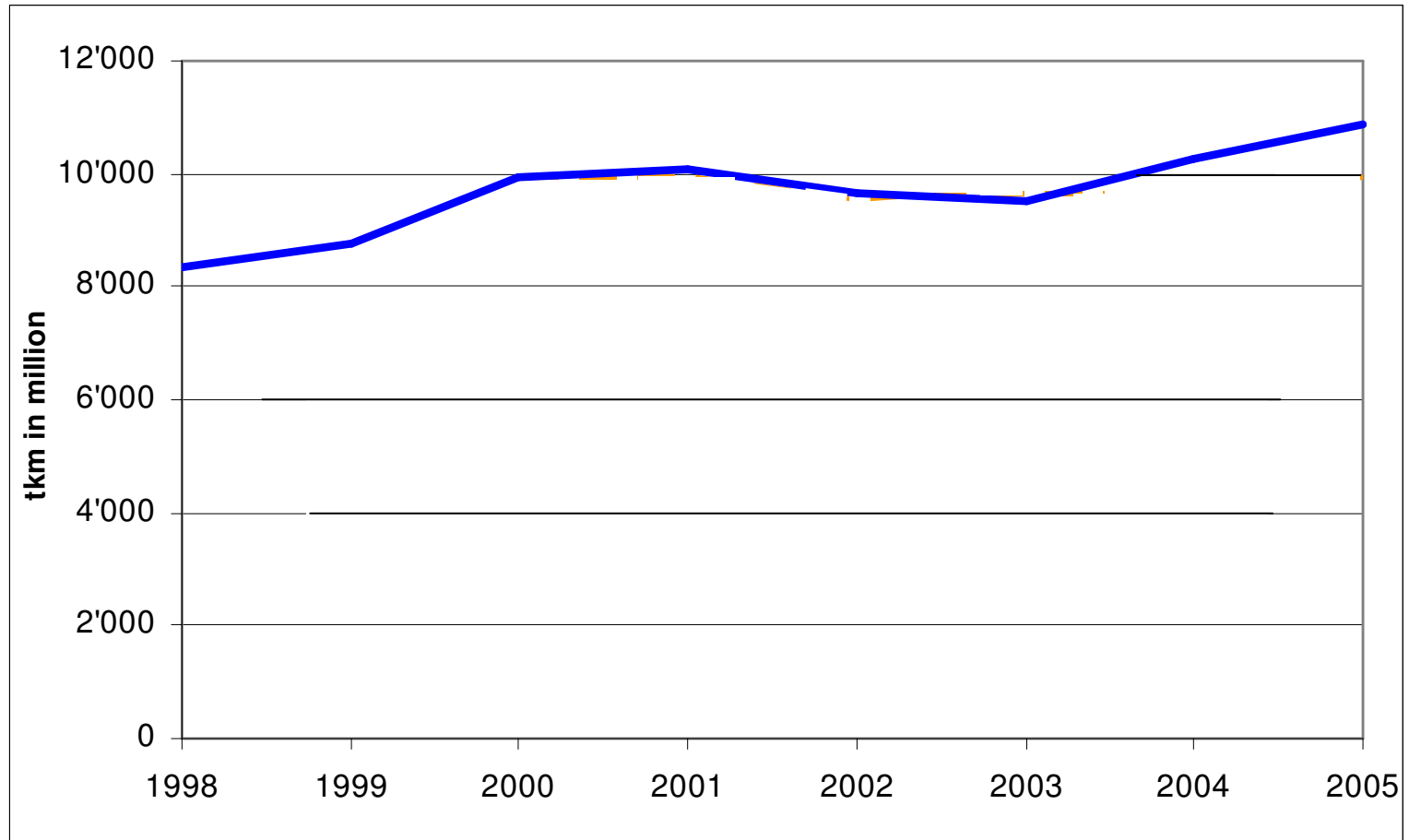


Impacts on Road Tonne Kilometers





Impacts on Rail Tonne Kilometers





Conclusions

- Truck traffic has been reduced
- Incentive to buy cleaner vehicles
- Shift to rail only together with other measures



Future developments

- Update of external costs
- Fee can be adapted according to inflation
- Alpine crossing exchange
- Further steps in the EU
- Opening of the Gotthard base tunnel



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