

Alpine Steering Instruments

Lessons learnt, Principles, Future paths

Markus Maibach (INFRAS)

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Lessons learnt from past experience

- Pricing: Efficient but not very effective (Tolls, HGV fee)
 - Caps: Effective and accepted, as long there is an alternative (Ecopoint system)
 - Bans: Very effective, but not very accepted (sectoral driving ban)
 - No regional acceptance without regional relief !
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- Very limited further potential for isolated instruments
 - Need for macro – steering as a new element
 - The alternatives must be explicit

Principles for new steering instruments

- Steering aims with a solid and accepted rationale
 - Coherent transnational approach
 - Alternatives must be visible:
 - Efficiency gains for road transport (performance)
 - Railways capacity and quality should underline the push and pull approach at all corridors
 - Regional relief measures
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- Volumes or costs ?
 - HGV or performance ?
 - Road and rail ?

Alpine Crossing Exchange: cap-and-trade

- Basic idea: 1) fix target/cap for HGV volumes
 - 2) distribution of allowances according to cap
 - 3) trading of allowances between operators
 - The cap leads to scarcity price for Alpine road transit and sets direct incentives for modal shift
 - Accompanying measures: increase of rail/intermodal services and relief measures for regional transport
- + Traffic targets are met, ensures use of new rail capacities
- Incentives for technological change only for rail

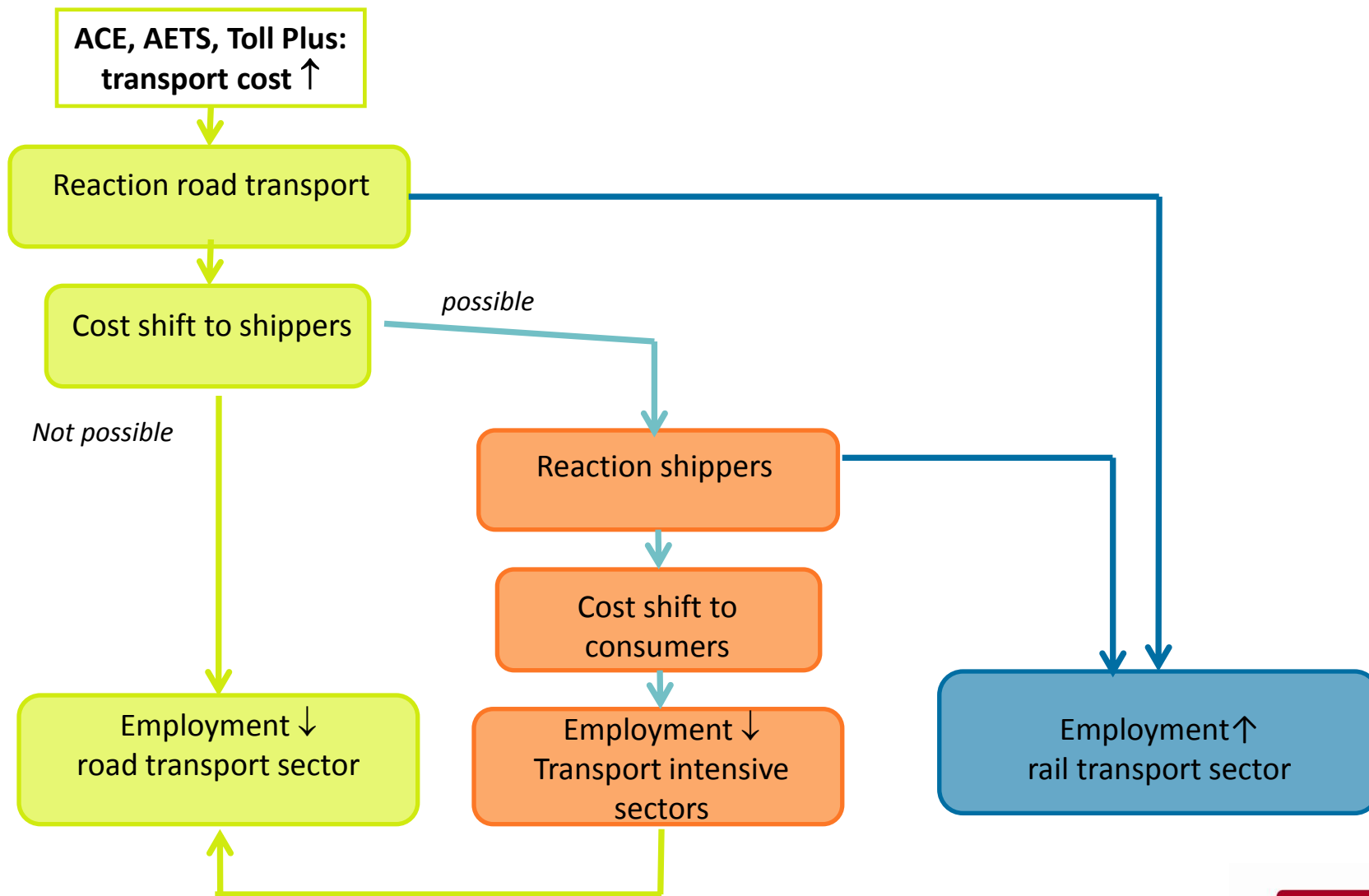
Emissions Trading: cap-and-trade

- Basic idea: Target/cap based on environmental indicator (e.g. CO₂ or mixed indicator including local air pollutants)
 - Price for Alpine crossing depends on:
 - Distance travelled in Alpine region
 - Specific vehicle emissions
 - Monitraf aims: - 20% CO₂ of transalpine road traffic 2020
- + Environmental targets are met, incentives technological change
- Due to limited energy saving potential direct steering of traffic volumes and modal shift

Innovative pricing instruments – Toll Plus

- Basic principle: full internalisation of external costs
 - Close link to updated version of Eurovignette Directive, but:
 - Consideration of all environmental impacts (climate, nature, etc.)
 - More appropriate mark-up factor for sensitive regions
 - Including innovative options for use of revenues
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- + Improves efficiency, guarantees polluter-pays-principle
 - Cannot guarantee that environmental or traffic targets are met

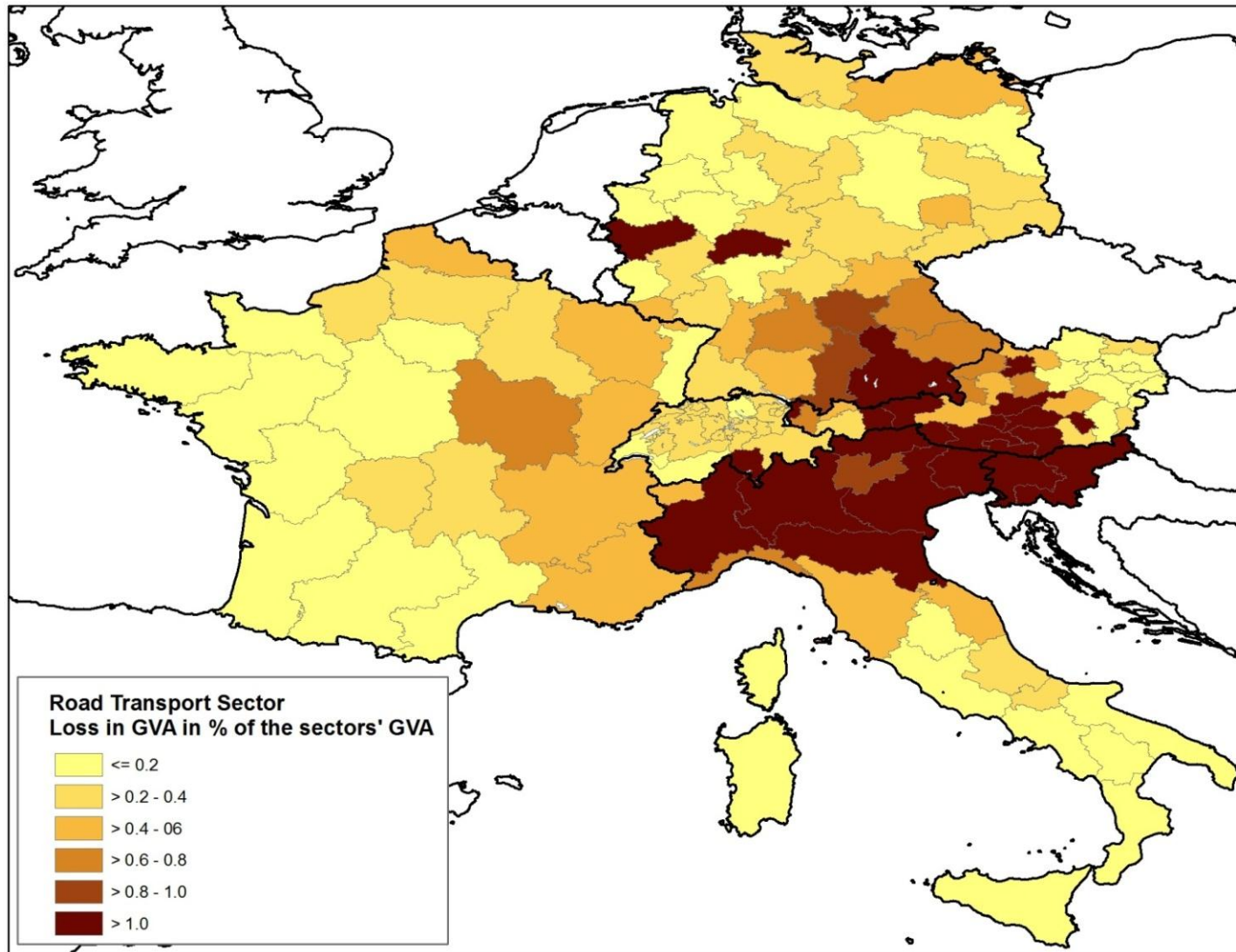
The economic impact chain is similar



Considerable price changes acc. to Albatras

Scenario	Description	Transport price surcharges 2030 EURO per trip
ACE	Cap for lorries in different countries a. Restrictive b. Tolerant, one aim for all country	A: 128–280 CH: 126–280 F: 166–345
AETS	Reduction of CO ₂ -Emissions by 20% (2020) a. Tolerant and restrictive b. Applied jointly and per country	A: 114–301 CH: 208–263 F: 100–222 p
Toll +	Surcharges on existing charges per km based on additional external cost in Alpine regions	A: 184–354 CH: 164–300 F: 153–254
Mix	ACE for CH-I, AETS for A-I and TOLL+ for F-I	A: 102–151 CH: 160 F: 151–190 p

Low, but unequal impacts according to EFFINALP



Comparison of instruments

	ACE	AETS	TOLL+
Handling	Difficult, especially for small companies	Difficult, but some experiences	Easy
Knowledge about the price increase	Prices flexible, difficult anticipation	Prices are flexible, difficult anticipation	Additional costs are fixed
Possibility to pass costs to shippers	In principal possible	In principal possible	Easy
Efficiency improvements	High pressure	Medium pressure	Medium pressure
Administrative costs	High (trade mechanism and control systems)	High (trade mechanism and control systems)	Low
Environmental improvements	Low pressure	High pressure	Depending on differentiation
Modal Shift	High potential for structural changes	Only if technological potential is small	Less important
Experience	Low	Medium (EU ETS)	High

Thesis for discussion

- Due to limited potential for further development, macro steering instruments are necessary
- iMonitraf! has defined common aims. Most obvious are CO₂ and rail capacity
- Only stepwise approaches and tolerant measures are economically viable
- All approaches have their pro's and con's:
 - ACE is new and most consequent
 - AETS follows the European climate policy logic
 - Toll+ strengthens the today's most relevant instruments

Thank you very much for your attention!