



Eurovignette III

24-27 May 2009

ASECAP-KRAKOW



External costs internalization, in existing charging schemes: Portuguese case

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External Costs internalization in Existing charging schemes

- Geographical Location
- Goods transport
- Tolls
- Taxes
- Conclusions



Geographical location



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LINKS



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Goods transport

- External market, 20%
 - waterway, 62%
 - roadway, 35%
 - railway, 2.8%
- Internal market, 80%
 - waterway, 4.3%
 - roadway, 93%
 - railway, 2.7%



Goods Transport

Means of Transport	2006				
	Internal	Export	Import	Total	Var
Rail	8,80	0,22	2,08	11,10	2,8%
Road	292,00	14,80	14,09	320,89	81,2%
Water	13,50	11,96	37,89	63,35	16,0%
Total	314,30	26,98	54,06	395,34	
<small>Source: IMTT-Transporte de Mercadorias 1997-2006 All figures in million of tons</small>					



Tolls

- A tradition in collecting tolls
- From the 2,700 Km of motorways, 1,600 Km are tolled
- Average toll level for HGV's-(€ 0.157/Km)

TAXES

- Taxes, all-over :
 - ISV: more than 25% of vehicle cost, excluding VAT
 - IUC: Paid each year
 - ISP: 37.8% paid on buying fuel, excluding VAT



Conclusions

- small market share for train (2.8%),
- railway network require substantial improvements,
- important role of waterway within external market,
- road transport it is the most efficient,



Conclusions

- 46.7% of road transport is up to a distance not greater than 50 Km,
- Modal transference will have a very limited impact,
- Vehicle type change can happen,
- Change to greener vehicles is in progress,



Conclusions

- The range of values proposed in the directive can vary between, (13.6 – 192.0) €/vkm,
- Taxes already include values for, CO2 emissions, engine capacity and a contribution to the road service,



Conclusions

- Road operators are implementing minimizing measures, to reduce road noise,
- Existing taxes have to be adjusted to avoid an increase on, road cost usage,
- Cost increase will reduce the number of clients and revenues.



Bicycles are not taxed!



THANK
YOU

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