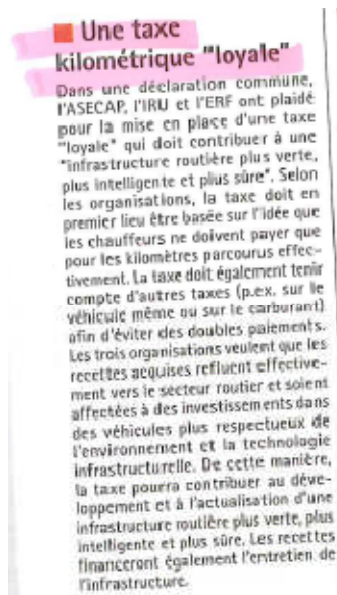


SPEAKERS' CORNER
ON
**"FAIR CHARGING FOR GREENER, SMARTER AND SAFER ROAD
INFRASTRUCTURE"**

9 November 2010
European Parliament

MEDIA COVERAGE

Le Lloyd – 17 November 2010 - BE





Mauteinnahmen sollen Straße und Schiene zugute kommen

Politik & Verbände

Verbände: Straßenmaut muss für Infrastruktur genutzt werden

Brüssel. Die Gelder, die im Rahmen einer Straßenverkehrsmaut in Europa erhoben werden, sollen verpflichtend in den Verkehrssektor zurückfließen und zur Aus- und Verbesserung der Infrastruktur benutzt werden. Veränderte Regeln der Straßenverkehrsmaut, wie sie sich mit dem kürzlich gefassten Beschluss der EU-Verkehrsminister zur Eurovignette abzeichnen, müssen einhergehen mit finanziellen Erleichterungen für den LKW-Verkehr an anderer Stelle, zum Beispiel der Abschaffung der Treibstoff- und Fahrzeugsteuer. Das sind die Kernforderungen einer gemeinsamen Stellungnahme dreier

internationaler Verbände des Straßentransportgewerbes, die sie diese Woche im Rahmen einer Konferenz in Brüssel zu der anstehenden Verabschiedung der Eurovignetten-Richtlinie formulierten.

Die Internationale Straßentransport Union (IRU), die Europäische Straßenverbandsunion (ERF) sowie der Europäische Verband der Betreiber von mautpflichtigen Autobahnen (ASECAP) stellen in ihrem Positionspapier klar, dass sie in der Erhebung von Mautgebühren eine sinnvolle Möglichkeit sehen, die Nutzer der Straßen an den Kosten für die Ausbesserung zu beteiligen. Allerdings vermischen sie eine solche klare Stellungnahme in der Politik. „Es fehlt immer noch eine Übereinstimmung der Ziele, die mit einer Straßenmaut erreicht werden sollen“, schreiben die drei Verbände. Der Idee, das aus der Maut eingenommene Geld für Infrastrukturmaßnahmen im Straßensektor zu verwenden, stehe das Vorhaben gegenüber, den Straßenverkehr bewusst zu verteuern, um einen Verkehrsträgerwechsel zu erreichen.

Gerade in Zeiten leerer Staatskassen sei es jedoch notwendig, langfristig funktionierende Systeme aufzubauen, mit denen die Finanzierung der Straßeninfrastruktur gesichert werden kann. Die Einnahmen aus der Straßenmaut würden eine solche Möglichkeit bieten und dürften nicht zur Finanzierung anderer politischer Projekte verwendet werden. Der Straßenverkehr biete aus sich selbst heraus die Lösung des Problems.

Solche Ziele müssten jedoch klar definiert sein und einhergehen mit finanziellen Erleichterungen auf anderen Gebieten, um den Straßengüterverkehr wettbewerbsfähig zu halten. Der Straßenbenutzer werde sonst zweimal zur Kasse gebeten, wenn er neben der Maut noch Treibstoff-, Fahrzeug- und ähnliche Steuern für die Benutzung der Straße bezahlen müsse. Eine Straßenmaut, die pro gefahrenem Kilometer erhoben wird, sehen die Verbände als faireste und beste Möglichkeit an, den Nutzer der Straße auf transparente Weise an den Kosten für die von ihm genutzte Infrastruktur zu beteiligen.

Die EU-Verkehrsminister hatten sich vergangenen Monat auf neue Regeln für die Erhebung der Straßenmaut geeinigt. Eine Verpflichtung, die eingenommenen Mautgelder wieder für Straßenverkehrsprojekte zu verwenden, lehnten sie ab. Im EU-Parlament gibt es dafür jedoch eine Mehrheit. Parlament und Mitgliedsländer müssen sich in den kommenden Monaten auf eine gemeinsame Position einigen, damit die neuen Mautregeln auf Grundlage eines EU-Gesetzes in den Mitgliedsländern auf freiwilliger Basis angewendet werden können. (kw)

<http://www.verkehrsrundschau.de/verbaende-strassenmaut-muss-fuer-infrastruktur-genutzt-werden-985682.html>

Wegvervoer: tolopbrengst alleen aan wegen besteden

De opbrengst van tolheffing voor vrachtauto's in Europa moet rechtstreeks naar het wegvervoer terugvloeien en worden besteed aan aanleg en onderhoud van infrastructuur. Daarop hebben enkele internationale organisaties uit de transportsector, waaronder de wegvervoersorganisatie IRU, aangedrongen bij de Europese ministerraad en het Europees Parlement.



De IRU, de Europese wegvervoersorganisatie ERF en het verbond van Europese tolexploitanten Asecap vinden dat tegenover tolheffing in Europese lidstaten een verlaging of afschaffing van de motorrijtuigenbelasting en de brandstofaccijns moet staan. Ze zien in tol overigens wel een zinvol middel om de gebruiker te laten betalen voor de kosten van wegaanleg en onderhoud. Maar als vaste lasten en accijns in hun huidige omvang voortbestaan, betaalt de gebruiker via de tol in feite dubbelop, vinden de drie organisaties in een gezamenlijke verklaring.

De Europese verkeersministers bereikten onlangs een akkoord over een Europese regeling voor tolheffing. Daarin worden landen vrijgelaten om wel of geen tol in te voeren. Ze hoeven, zo sprak de Europese raad uit, de opbrengst niet aan infrastructuur te besteden, maar mogen het geld ook voor andere doelen aanwenden. In het Europees Parlement is een meerderheid er voor, de opbrengst uitsluitend voor infrastructurele investeringen te 'oormerken'. Volgend jaar moeten parlement en ministerraad proberen tot een gezamenlijk standpunt te komen.

http://www.nieuwsbladtransport.nl/nieuws/id32436-Wegvervoer_tolopbrengst_alleen_aan_wegen_besteden.html

NEWS >>

ASECAP, ERF and IRU present joint policy statement on European RUC

Three major international transport organizations have presented a combined policy statement on future developments of road user charging at a conference hosted in the European Parliament by MEP Gesine Meissner (ALDE Coordinator of the Committee on Transport and Tourism).



The concept of road charging has, in recent years, been gaining momentum amongst Europe's policymakers at national, as well as European level. However, there is still a lack of consensus of what the true objectives of road charging should be, with opinions diverging significantly between advocates of a modal shift policy and those who view road charging as an effective method of financing roads.

The three organizations: ASECAP (European Association of tolled road infrastructures operators); ERF (European Union Road Federation); and IRU (International Road-transport Union) all feel that road charging offers a potential solution to the idea of sustainable road financing, provided that the objectives of the road charge are clearly defined. They agree that it is essential to devise a fair and reliable mechanism which can secure the funds needed to develop and maintain roads and which does not entail any additional tax burden for the sector.



In the view of ASECAP, IRU and ERF road charging should be based on the following fundamental pillars: road user charging should be seen as a means of a fair tolling scheme based on the pay-as-you-drive concept; the introduction of road user charging must be accompanied by the abolition of numerous current taxes (fuel and vehicle) in order to ensure that users don't pay twice; the revenue generated from road charging must be channelled back in the road sector in the form of additional investment and research funds aimed at

developing cleaner vehicle and infrastructure technologies; and to date, the earmarking of collected revenues (e.g. concession tolling) has proven to be a successful method of developing greener, safer and smarter road infrastructure i.e. a high quality road network, from the design to the construction, operation and maintenance phases.

11 November 2010

<http://www.traffictechnologytoday.com/news.php?NewsID=26016>

Wednesday 10 November 2010

ASECAP - ERF - IRU Policy Statement on fair charging for greener, smarter and safer road infrastructure

The concept of road charging, i.e. making users pay per kilometre, has, in recent years, been gaining momentum amongst Europe's policymakers at national as well as European level. However, there is still a lack of consensus of what the true objectives of road charging should be, with opinions diverging significantly between advocates of a modal shift policy and those who view road charging an effective method of financing roads.

Overall, road transport related industries provide employment to more than 14 million people in Europe and directly contribute 11% to the European gross national product. In addition, the sector already pays a heavy fiscal burden through the multitude of taxes levied upon it, making it a net contributor to the coffers of Member States.

At the same time, investment levels in roads in most European countries have been decreasing in recent years, despite an increase in the share of users and enterprises choosing to circulate by road. The current economic crisis is expected to put further strain on the budgets of Member States, leading to a situation where governments can no longer afford expanding, let alone maintaining, the existing road infrastructure.

Against this backdrop, it is essential to devise a fair and reliable mechanism which can secure the funds needed to develop and maintain roads and which does not entail any additional tax burden for the sector. Road charging offers a potential solution to the idea of sustainable road financing provided that the objectives of the road charge are clearly defined.

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- Road user charging should be seen as a means of a fair tolling scheme based on the pay-as-you-drive concept.
- The introduction of road user charging must be accompanied by the abolition of numerous current taxes (fuel tax, vehicle tax) in order to ensure that users don't pay twice.
- The revenue generated from road charging must be channelled back in the road sector in the form of additional investment and research funds aimed at developing cleaner vehicle and infrastructure technologies.
- To date, the earmarking of collected revenues (e.g. concession tolling) has proven to be a successful method of developing greener, safer and smarter road infrastructure i.e. a high quality road network, from the design to the construction, operation and maintenance phases.

ASECAP, ERF and the IRU presented this policy statement yesterday at a conference on future developments of road user charging hosted in the European Parliament by MEP Gesine Meissner (ALDE Coordinator of the Committee on Transport and Tourism) yesterday. Kallistratos Dionelis, secretary general of ASECAP, Christophe Nicodème, director general of the ERF, and Michael Nielsen, general delegate of the IRU permanent delegation to the EU addressed the conference.

<http://www.itsinternational.com/News/article.cfm?recordID=18826>

WorldHighways.com – 10 November – UK

Wednesday 10 November 2010

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