



Competitive and Sustainable Growth Programme

## **PRoGR\_SS Project 2000-CM.10390**

**PRICING ROAD USE FOR GREATER RESPONSIBILITY, EFFICIENCY AND SUSTAINABILITY IN CITIES**

Bristol • Copenhagen • Edinburgh • Genoa • Gothenburg • Helsinki • Rome • Trondheim



**Deliverable D1**

**INCEPTION REPORT**

**Version 2.2  
August 2000**

## **EXECUTIVE SUMMARY**

This inception report sets out the planned activities of the partners within the PRoGRESS demonstration project and constitutes Deliverable 1 of the project. It builds on the material given in Annex 1 ‘The Description of Work’ of the EC contract for the PRoGRESS project (2000-CM.10390) providing further details of the activities at a project and demonstration site level.

The report is arranged in two parts:

- Part 1 – provides the details of activities across the project as a whole covering the project objectives, work programme and management structure;
- Part 2 – provides the details of the activities, with respect to the overall programme being carried out at each site.

### **Project Objective**

This project has been developed in response to the task on urban road pricing, under the traffic management section of the Key Action on Sustainable Mobility and Intermodality. The overall objective of the PRoGRESS project is:

“to demonstrate and evaluate the effectiveness and acceptance of integrated urban transport pricing schemes to achieve transport goals and raise revenue.”

This objective supports the Commission’s policy direction set out in the Communication ‘Developing the Citizen’s Network’ and the White Paper ‘Fair Payment for Infrastructure Use’. These documents indicate the importance of urban transport pricing as a tool to support sustainable local transport systems. The key questions for policy developments are:

- the public and political acceptance of urban pricing schemes;
- and the effectiveness of these schemes in meeting social and transport goals.

Existing research has focused on theoretical studies, economic theories and limited demonstrations. The remaining questions on acceptance and effectiveness can only now be answered with larger scale demonstration and experimentation in order to test pricing schemes in real-life situations. The results from these demonstrations need to support policy development and provide guidance on effective implementation and exploitation of the transport pricing concept.

### **The Demonstration Sites**

The project centres on eight sites developing and demonstrating road pricing schemes: Bristol, Copenhagen, Edinburgh, Genoa, Gothenburg, Helsinki, Rome and Trondheim.

Across these sites, a number of road pricing concepts and technologies are being developed and demonstrated. In addition, to support the marginal cost pricing concept,

a number of sites will be looking to integrate road pricing tariff structures and payment methods with those of public transport and parking.

By working together as leading road pricing demonstration sites, local and EU added-value will be generated in the following ways:

- By progressing forward together, the sites politically support each other, helping local acceptance of new pricing schemes;
- Through the demonstration they contribute to the development of common standards in electronic road pricing equipment and concepts;
- Development of added-value through the integration of other mobility services with the electronic road pricing systems. In particular, a contribution to the standardisation of electronic payment systems allowing common payment of tolls, public transport fares, parking costs and other local goods and services;
- Across the sites considerable knowledge will be gained in how to implement pricing schemes. This knowledge will contribute to recommendations and guidelines that can be used to help other cities progress their own pricing schemes;
- A wide range of results on the impact of road pricing, under different conditions, supporting the development of a common policy on pricing schemes throughout Europe;
- The results and experience of the PRoGRESS project can be widely disseminated. In particular the PRoGRESS partners have strong links with a number of city networks including POLIS, EUROCITIES, CAR FREE CITIES and EUROPrice.

## **Project Workplan**

The overall objective of the PRoGRESS project will be achieved by focusing on the following project goals:

- G1. To provide effective co-ordination between the demonstration sites, and with the thematic network;
- G2. To develop and demonstrate integrated urban transport pricing schemes, based on the concept of marginal-cost pricing, in real urban situations;
- G3. To develop and assess the political, economic and social framework required for the implementation of urban transport pricing;
- G4. To evaluate the impact and effectiveness of these demonstrations;
- G5. To support the work of the thematic network by providing policy results at the local level;
- G6. To develop material for dissemination of the demonstration and evaluation results at the local and national level, and at the European level through the thematic network.

These 6 project goals will be achieved by working through 7 project workpackages:

*WP1 Project management* – taking G1 as its objective and covering both consortium management and local management.

*WP2 Scheme design and development* – working towards the 1<sup>st</sup> part of G2, covering all aspects of the design, specification, modelling and development of the pricing schemes to be demonstrated.

*WP3 Scheme implementation and demonstration* – working towards the 2<sup>nd</sup> part of G2, and covering the building and implementation of the pricing scheme, and the running of the scheme to obtain the demonstration results.

*WP4 Social, economic and political issues* – covers the tasks relevant to goal G3 and includes all the issues related to social and political acceptance, legal and institutional frameworks and financing.

*WP5 Evaluation* – relates to goal G4, but covers the evaluation of all aspects of the PRoGRESS sites, including the development and implementation of the demonstration schemes, and the social, political and economic aspects of these schemes.

*WP6 Recommendations and exploitation* – working to objective G5, providing input to the thematic network on the overall project results, and developing local implementation plans for taking forward the results of the PRoGRESS project.

*WP7 Dissemination* – is supporting the dissemination activities of the thematic network and carrying out local and national dissemination.

### **Changes from Annex 1 “Description of Work”**

There have been NO major changes in the project structure or content. The minor changes and additional information that is provided cover:

- Greater detail in the workpackage descriptions at both the project and site level;
- Transferring the task on local technology implementation plans from WP7 ‘Dissemination’ to WP6 ‘Recommendations and exploitation’ to provide greater consistency;
- Adjusting the overall project and site schedules to account for the final contract start date, and to show a greater level of detail;
- Minor adjustments to resource use between the different work packages, but NOT between partners, to reflect the current view of project activities.