



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 D4.2

WP4 – Final Legal, Organisational and Financial Frameworks Report

**Version 2.0
November 2002**

EXECUTIVE SUMMARY

PRoGRESS addresses one of the key challenges of European transport policy by using pricing schemes to manage demand in congested urban areas while at the same time raising revenue that will enable the substantial improvements to the public transport infrastructure, which are necessary to get people out of their private cars.

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.

This present deliverable D4.2 describes:

- The national legal framework for the implementation of road pricing in each of the PRoGRESS countries, as far as it exists yet.
- Any local legislation and the approval processes with which the schemes must comply.
- The organisational frameworks, i.e. the local contractual and delivery frameworks for road user charging.
- The anticipated scheme costs, the revenue flow and the investment envisaged through the surplus revenue.

All of the eight demonstrators are currently at different stages of development: some cities have already operational schemes, while others conduct a variety of demonstrations and studies. These differences are reflected very clearly in the contributions that the sites provided for Deliverable 4.2, with some sites being very advanced in having legal frameworks, organisational structures and full finance plans in place, while other sites still only have preliminary thoughts about many of these issues.

Legal Frameworks

A legal framework for urban road user charging is in place in Norway (here referred to as road tolling), Italy and the UK, while it does not yet exist in Denmark, Finland and Sweden. Details within the existing legislation vary between countries and, similarly, it will be necessary to tailor future legislation in other countries to their current legislative frameworks and general political contexts.

Organisational Frameworks

Copenhagen, Gothenburg and Helsinki have no clear plans for possible organisational framework yet. Bristol is currently in the process of developing their organisational structure, which is dependent on the procurement method adopted.

In Norway, special companies have been established for each tolling project with the sole purpose to collect the money from the users and to pay down the loans on the

project that has been financed through this scheme; these companies are owned by the municipalities or counties concerned.

Edinburgh, in a similar approach to Norway, has established a company, Transport Initiatives Edinburgh Ltd (**tie**), for the procurement, project management and finance management of the charging system. **tie** is wholly owned by the local authority and the local authority will therefore retain strategic directions on matters such as levels of charge and hours of operation, but **tie** will co-operate with the private sector to deliver the investment projects.

In Italy, it is the Municipality itself or, in the case of Rome, their already established organisational arm (STA), who organise the pricing scheme. They co-operate closely with the local transport operators to ensure a coherent approach for road pricing and public transport provision.

Financing

For Copenhagen, Gothenburg and Helsinki, no clear concepts exist yet for the schemes or for any investment packages, and therefore also not for their costs and financing.

For all other sites, details are provided in the individual x.3 Sections of this deliverable, but since the schemes are so different, it is not possible to make direct comparisons between them.

Outlook

During the lifetime of PRoGRESS, it is not to be expected that any major further developments will occur in most of the sites with regard to their legal, organisational and finance frameworks. However, where this may still be the case, any major additional conclusions will be included in the final project report of PRoGRESS.