

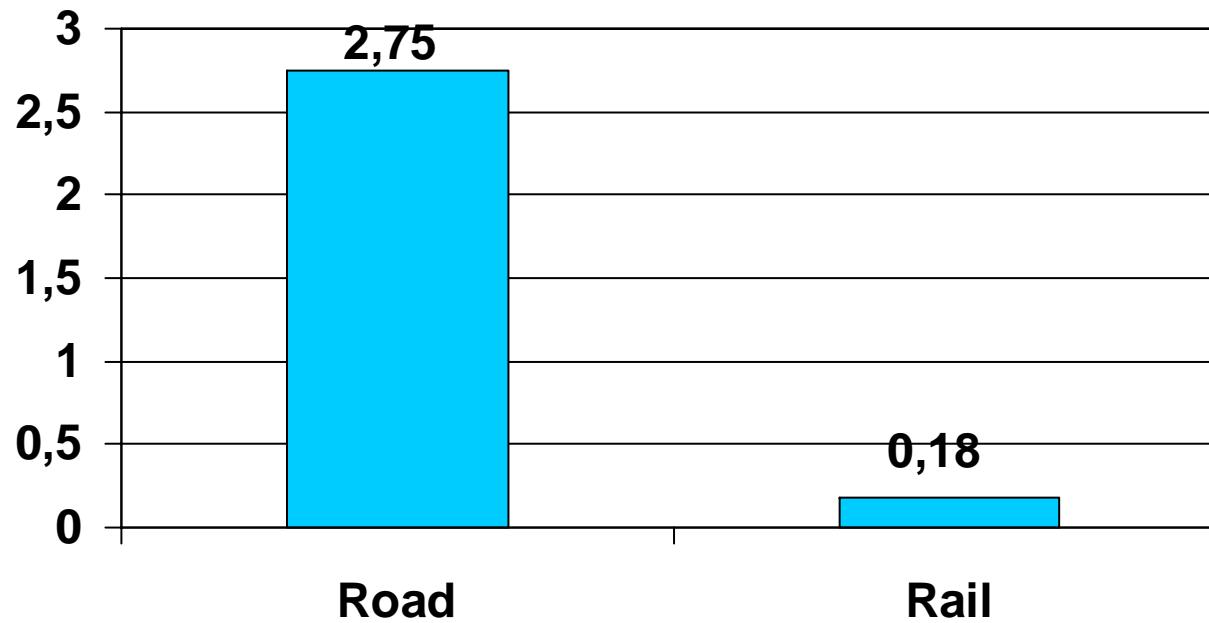
ACEA Freight Transport Event
10 December 2008

Internalisation of external costs and the Eurovignette

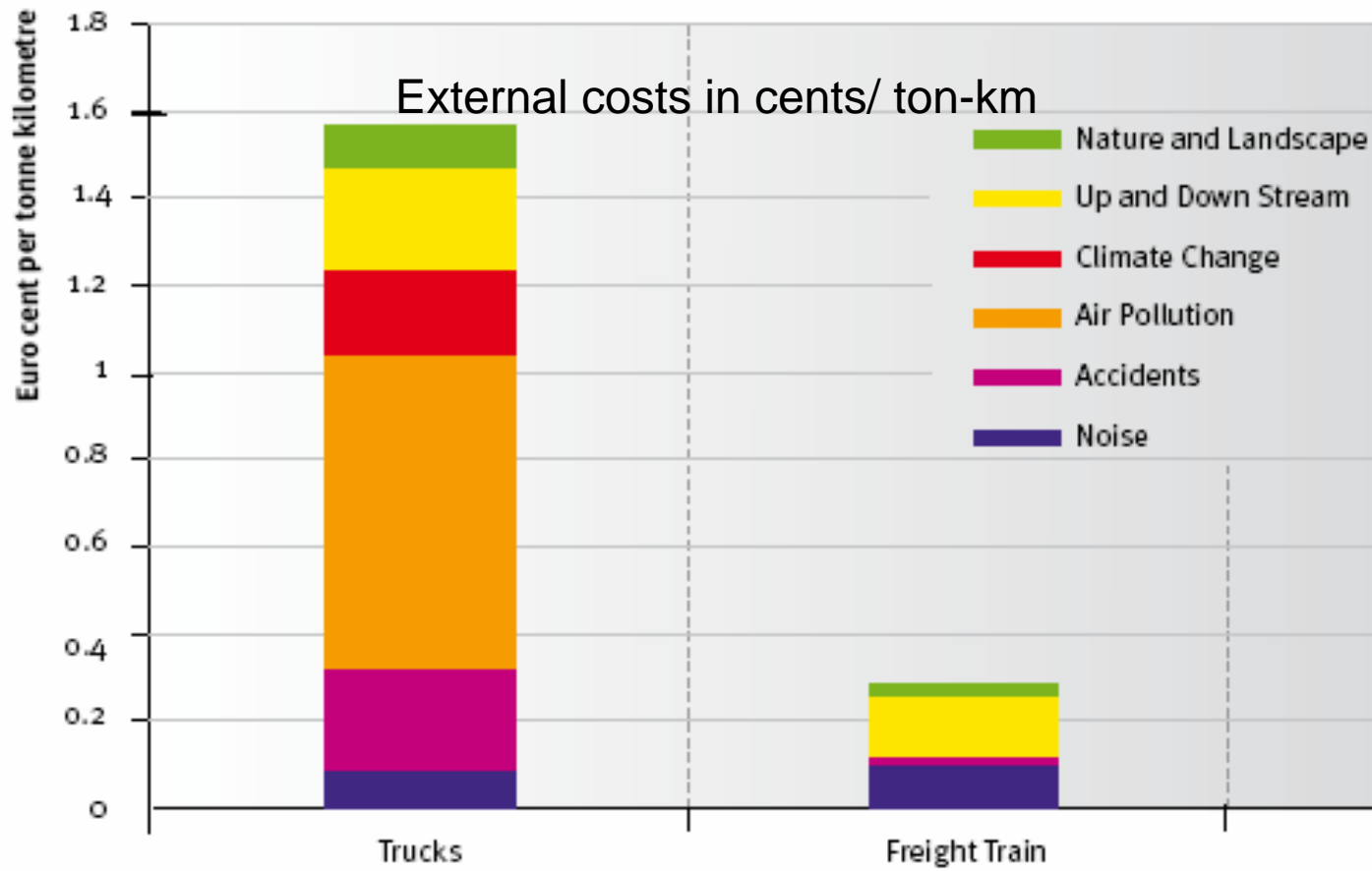
Presentation Dirk Sterckx

La transalpine : Lyon-Turin railway lobby

external costs in cents/ton-km

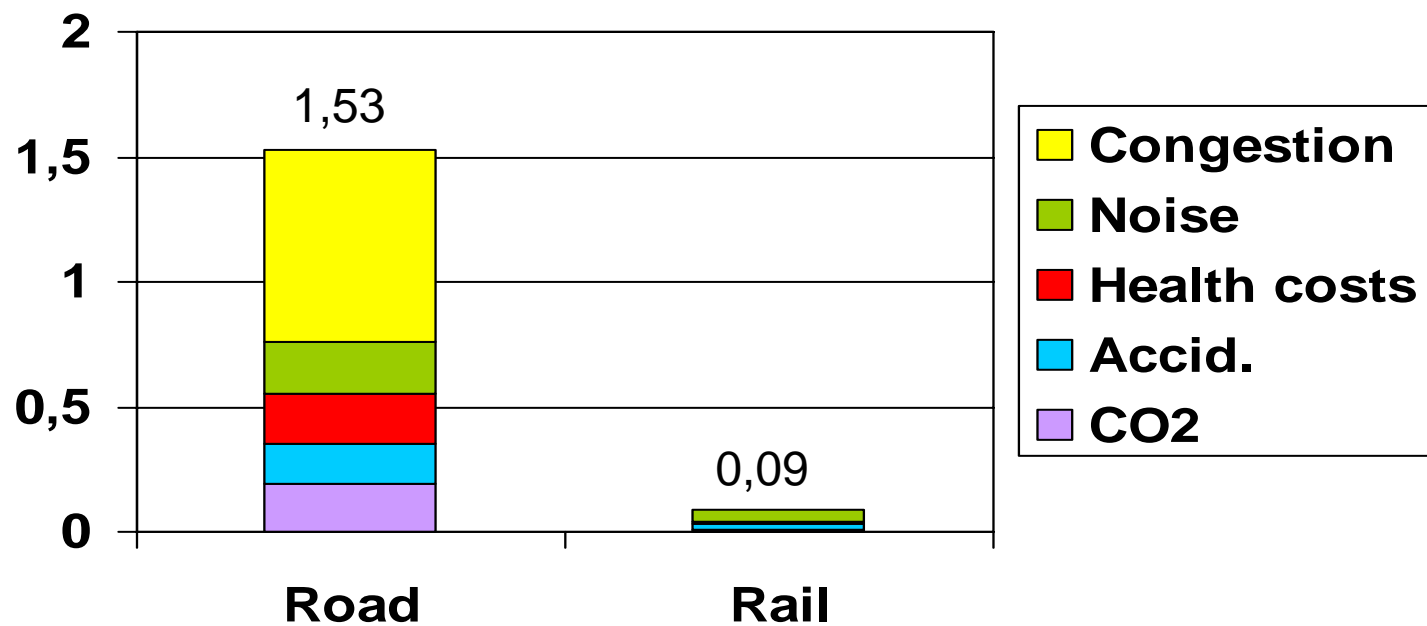


CER : European railways



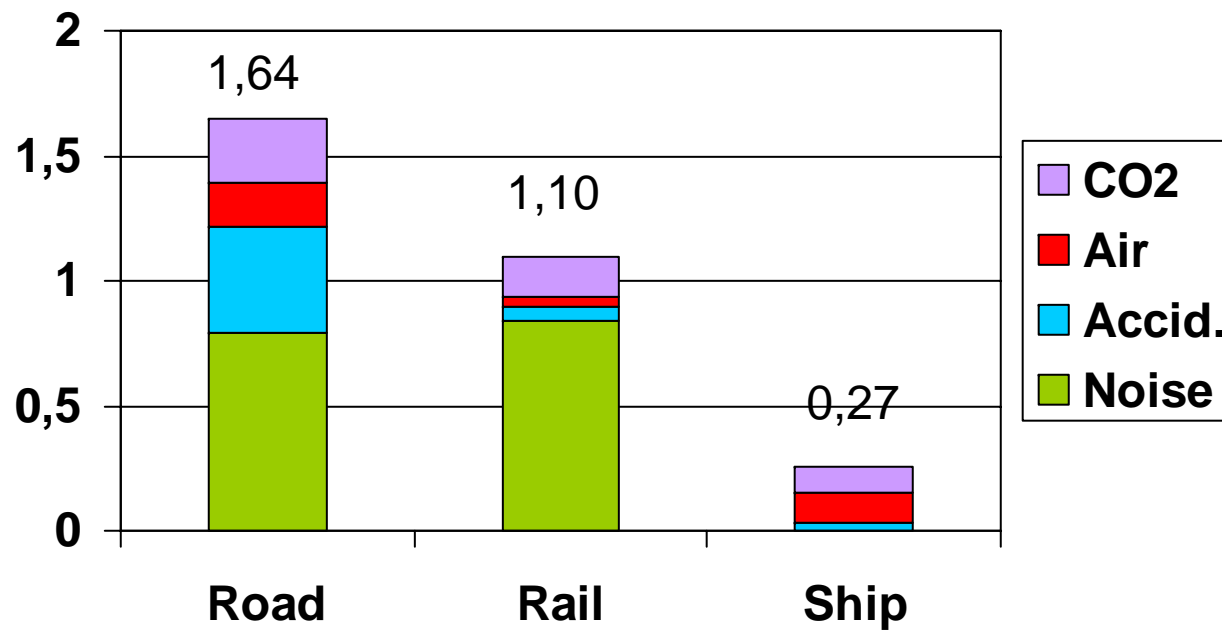
VCO: Austrian NGO for sustainable transport

external costs in cents/ton-km



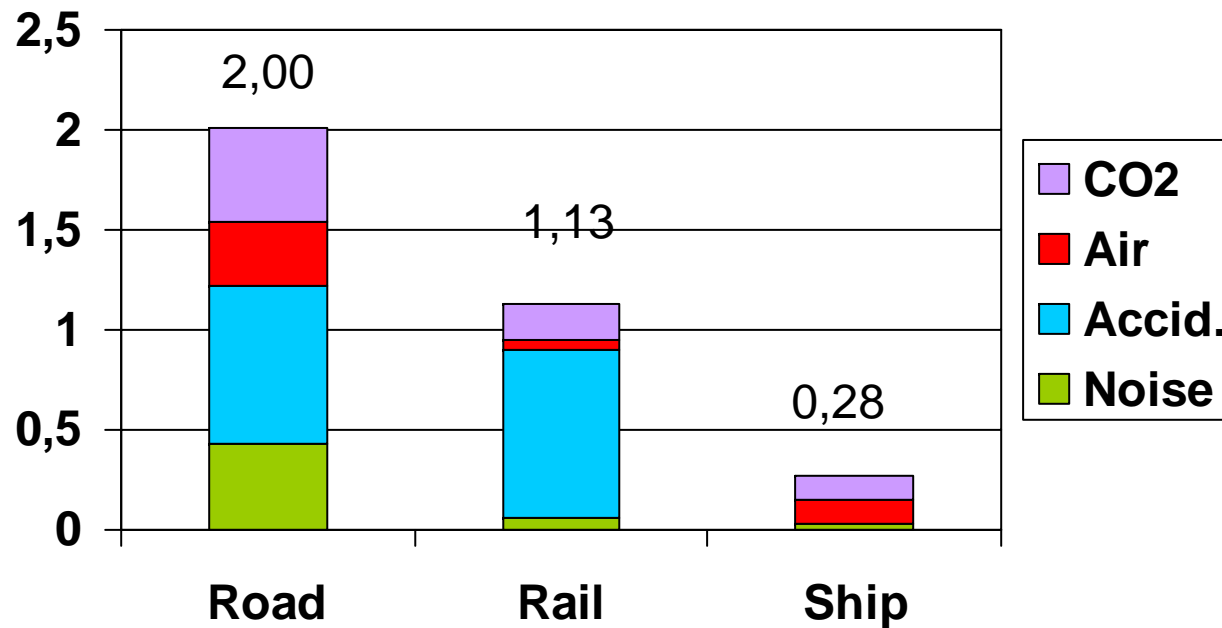
De Lloyd : Planco Study (German research center)

External costs in cents/ton-km

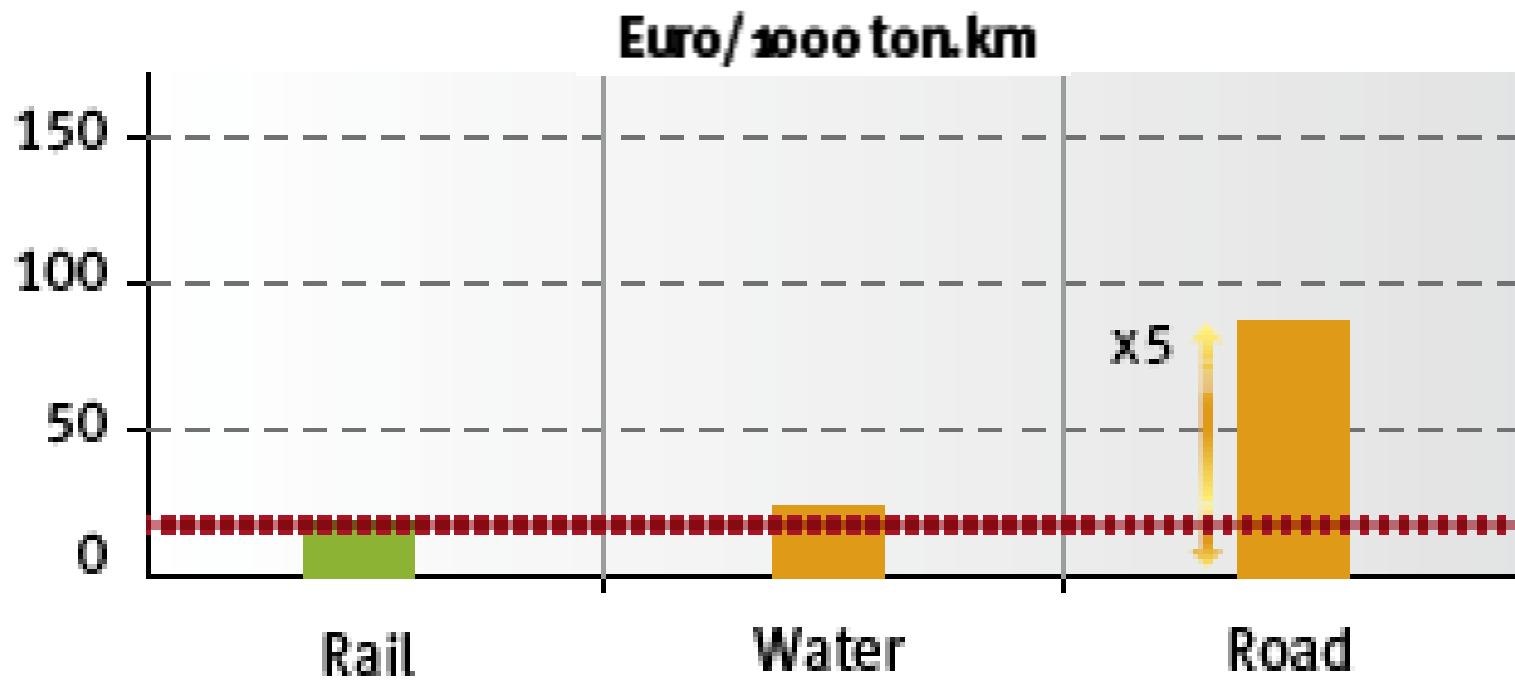


Same Planco study but this time used by the European barge union (inland waterways) = different results!

External costs in cents/ton-km



CER: European railways



Conclusion: it all depends on the source

- EBU inland waterways: rail and road produce more external costs
 - ↔ CER: ships and road produce more external costs
- Lyon-Turin railway lobby = external cost of road sector 15 times higher than external cost of railways
 - ↔ EBU inland waterways = external cost of road sector only 2 times higher than railways
- Cost of noise:
 - Planco study: noise cost of railways = 0,84 c/ton-km
 - ↔ NGO for sustainable transport = noise cost of railways = 0,05 c/ton-km

Transport costs will increase

- Rapporteur: costs will increase by 3 – 7%
- Decathlon France: costs will increase by 13.09%
- Match France: costs will increase by 18.16%
- Carrefour France: costs will increase by 24%