8. LKW-Roadpricing in Frankreich

Olivier Quoy

Toll Charging for the environment? French project

Pay-per-kilometre Eco-charge on Heavy Goods Vehicles in France

Vienna, 21 Oct 2008
Objectives

• The French government considers calling for tenders by January 2009 for developing the collection system of a new user charge borne by trucks traveling the non-conceded State Road Network, generally known as an “eco-tax” or “eco-charge”.

• This charge by kilometer is a key measure from the so-called “Grenelle for the Environment”, a nation-wide government-initiated forum, concluded in November 2007.
Objectives

- It aims at giving a price signal (by raising road freight transportation cost) and levying new resources for new transport infrastructure developments guided by a clear intermodal strategy.
- It is therefore the “user – pays” principle, before the “polluter – pays” principle.
- The tax revenue will complete the resources of AFITF (the French financing agency for transport infrastructure), responsible for bringing the State contribution in big transport projects whatever the mode.

Charging Principles

- Every kilometer used on the specified network is charged, on the basis of road sections:
  - Network is split into pricing sections (basically, from a junction to the next one) controlled by as many pricing points (around 3000 in total).
  - By passing a pricing point, the tax corresponding to the full length of the corresponding pricing section is due.
Charging Principles

• **Network** under eco-charge will be:
  • 12,000 km of the free *national road network*;
  • *Local roads* which would be affected by significant *traffic shifts* (roughly 3000 km).

• All trucks over 3.5 t will be subjected:
  • around *600,000 domestic vehicles*
  • Around *200,000* foreign vehicles using the charged network

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Charging Principles

• The **rate** will be fixed according to **vehicle classes**:
  • based on the **number of axles**;
  • calculated on **infrastructure cost**.

• Rate will also vary according to **EURO emission class** and eventually on the **level of congestion**
Charging Principles

- Payment will be possible through:
  - Post-payment through contract with a electronic toll service provider
  - Pre-payment for occasional users or users who do not want any contract

- Tax revenue will go to:
  - local authority when the tax is collected on the local network, (minus collection cost)
  - AFITF for national network
  - Cost financing (taken in charge by AFITF)

- Overall brut revenue is estimated 1,2 billions euros per annum
3 EU-Compliance

- System to comply with EU directives Eurovignette (1999/62, 2006/38) and ETC (2004/52), which results in:

  1. A taxation ceiling, up to the construction+operation costs of the taxable network (to disappear later under the future revised Eurovignette scheme);

  2. A limited choice of authorized ETC solutions;

  3. And the opportunity to adopt a framework that anticipates the future EU-wide ETC service, fully inter-operable.

4 Technologies

- Free-flow ETC methods to be used: data required for trucks identification and tax computation will be captured on the move, without stopping nor slowing down the traffic. So far, government keeps strictly neutral regarding the usual technology dilemma between:

  a. The DSRC* OBE, able to dialog by dedicated short-range microwaves with aerials installed at the pricing points (on poles or gantries);

  b. The “satellite” OBE, able to get vehicle position out of satellite signals (GNSS) and to dialog with the ground system by mobile telephony (GPRS) as well as by dedicated short-range microwaves (DSRC).

- All trucks over 3.5 t will be subjected, and OBE (On-Board Equipment) will be compulsory.
5 Outsourcing

- European Electronic Toll Service requires to allow collection of the eco-charge through contracts with «EETS providers».
- The will to bring into force interoperability at least with french motorways, the complexity and the innovative aspects of the project leads to the decision of outsourcing tax collection.
- Draft law provides that eco-charge collection is entrusted to one private partner, “manager” of the collection system, to be duly “commissioned” by the government.

6 Enforcement

- The non payment in full or partly leads to:
  - recovering eluded tax, by a fixed amount when data are not available
  - to a custom fee of 750 € maximum
- Enforcement will be made:
  - by fully automated means handled by the operator,
  - by Customs, gendarmerie and police forces and Land Transport Control Units with kits, gears and support for them to perform “hand” control (through flying patrols, etc.) that could result in immobilizing trucks at fault
Agenda

• The eco-charge concept appears in the “Grenelle I” Act voted on **October, 18th 2008**

• The eco-charge will be established by the Finance Act for 2009, to be voted **Early december 2008**

• Prior call for tenders to be put **mid-January 2009**

• …long before signing the partnership contract to come into force **2010**

• The expected political time for the tax coming into effect, after full collection system development, integration tests and OBEs’ distribution, is: **2011**

Expected impacts

• **Environnemntal benefit** is linked to reducing road traffic, which can be achieved in various ways, but also to other considerations:
  
  • **Modal shift** is not the only goal, hopefully since its magnitude will probably be low. But even if low in share, it can be significant in volume (800 to 900 Million TKm mini)
  
  • Road use can be reoriented in a **safer way** (more use of motorways instead of local roads)
  
  • Road use can be **optimized** by economic organisation, reduction of empty trips, which could lead to more local employment and activity
  
  • Use of **less polluting vehicles**
Expected impacts

• A tool which should also benefit to professionals
  • Equilibrium between transport for hire and reward vs transport for own account could be shifted
  • Bringing EETS into real practice
  • A fairer competition if prices are easier to evaluate: thinking around the passing on of the eco-charge leads to such considerations

Thanks for your attention

Olivier QUOY
Mission tarification
(MEEDDAT / DGITM / SAGS / MT)
Tél. : (+33 / 0) 1 40 81 78 63
Mél : olivier.quoy@developpement-durable.gouv.fr