

Economische analyse van verschillende vormen van prijsbeleid voor het wegverkeer¹

Paul Besseling, Wim Groot, Rik Lebouille

Abstract

The Dutch Ministry of Transport, Public Works and Water Management has asked CPB to assess 10 different schemes of road pricing. The assessment serves to support the platform on 'A Different Way of Paying for Road Use' and the preparation of part III of the governments' Mobility Policy Document.

The schemes of road pricing that have been analysed can roughly be grouped into two:

1) specific charges, on a limited number of places and hours, and 2) flat charges on each kilometer driven. These pricing schemes have been assessed on their merits as a regulatory instrument (traffic flows, the environment) and as a financing instrument. Moreover, the impacts on the distribution of income over groups of households and enterprises is studied.

According to the cost-benefit analysis, reducing congestion is best served with a policy of constructing new roads in areas where costs are not too high combined with specific road charges on other congested parts of the network. The welfare gains of well-designed congestion charges can exceed 1½ bln euro a year. Capitalised, this amounts to more than 20 bln euro. Flat charges turn out to be less efficient.

Key words: road pricing, welfare, income distribution, cost-benefit analysis

JEL classification: H21, R48

¹ Dit artikel is gebaseerd op Besseling, Groot en Lebouille, Economische analyse van verschillende vormen van prijsbeleid voor het wegverkeer, CPB Document 87, juni 2005. Te downloaden via: <http://www.cpb.nl/nl/pub/document/87/doc87.pdf>