

# Non-fuel and fuel related taxes and charges: air pollution

## Dimension - Environment

Associated Key Factor:

### Attitudes and implementation of principles relating to sustainable development

#### Data Source:

Association of European Automobile Manufacturers

ACEA, 2001, Motor vehicle taxation in Europe, Association des constructeurs européens d'automobiles, Brussels, Belgium.

<http://www.acea.be/ACEA/index.html>

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#### General Availability:

Reporting unit:

Reporting level: national

Reporting period: annually

Data available from 2002 to

#### Availability by country:

2002 - : EU-15

2002 - : Member States (EU-15)

#### Data Source:

Boeing

<http://boeing.com/flash.html>

<http://boeing.com/flash.html>

#### General Availability:

Reporting unit:

Reporting level: national or at airport level

Reporting period: continuously

Data available from 2002

#### Availability by country:

2002 - : EU-15

2002 - : Member States (EU-15)

#### The indicator:

Gives an overview on the existing non-fuel and fuel related taxes and charges.

#### How is it measured?

This indicator is rather qualitative and is a collection from different sources, especially while observing more than one specific mode.

#### What are the advantages of the indicator?

Charges, taxes and tradable permits are theoretically the most efficient instruments — provided they can be implemented at modest cost and are closely related to the choice of mode of transport or travel — because they leave choices to individual transport users. Differentiated kilometre charges (for the internalisation of congestion, accident and environmental costs) and fuel taxes (for the internalisation of the costs of CO<sub>2</sub> emissions) are currently regarded as promising instruments on the road to internalisation. These include i.e. CO<sub>2</sub>, noise/lead sulphur.

#### What is the policy relevance of the indicator?

For about 10 years, internalisation of external costs has been on the agenda of European transport and environment policy, and is increasingly accepted as a target for transport policy. The European Commission stressed this in three policy papers, the Green Paper on fair and efficient pricing (European Commission, 1995), the White Paper on fair payment for infrastructure use (European Commission, 1998), and the White Paper on the European transport policy for 2010 (European Commission, 2001). In the latter paper, it is announced that the Commission will launch in 2002 a proposal for a framework directive on the principles of infrastructure charging, on price structures, on a common methodology for setting price levels, and on the conditions of fair competition between transport modes (TERM 2002).

#### The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise: