

# Road user taxes

## Dimension - Transport

Associated Key Factor:

### Harmonisation of market conditions

Data Source:

International Road Federation

World Road Statistics 2002 -- data 1996-2000

<http://www.irfnet.org/wrs.asp>  
[www.irfnet.org/](http://www.irfnet.org/)

General Availability:

Reporting unit:

Reporting level: national

Reporting period: annually

Data available from 1996 to 2000

Availability by country:

1970 - 2000: EU-27

The indicator:

Road user taxes

### Description

Road user taxes are taxes charged for the use of road rather than for the acquisition and ownership of motor vehicles or their operation (with fuel, hence fuel taxes).

Road user taxes is often referred to as pricing.

### How is it measured?

Compiled from official sources within national statistics offices and national road administrations in more than 185 countries.

### What are the advantages of the indicator?

Road charges vary by default depending on the location / quality of the road, the level of congestion, the time of use, the inclusion or not of negative externalities. There is as of yet no common methodology on road user taxes, not even within the European Union. The information about how such taxes are estimated and where they currently stand is, therefore, important information for charting developments or as input into modelling exercises.

### What are the disadvantages of the Indicator?

Not the most user-friendly or well-covering at the current stage.

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

European Pricing Directive and White Paper on European Transport Policy (2002 - 2003).

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

|   | Transport Impact                    | External Determining Variable       | Intermediate Variable               | Contextual Information   |
|---|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| A reorientation of European transport policy                                    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Trends regarding renewable energy source (RES) and rational use of energy (RUE) | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Technological improvements and alternative fuels                                | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Growth of transport demand  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |