Workshop 2a: Scheme Implementation

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What is it that is special about your city?

- Small city (150 000 inhabitants)
- Long distance to competing cities
- Brave political leaders and a stable support for the RUC scheme in the city council
- A “university city” with 30 000 students
- Severe congestion due to lack of highway capacity prior to 1990
- A RUC scheme has been operational since 1991
The existing RUC system in Trondheim

- The RUC scheme is financing an investment package
- Unmanned electronic charging system (AutoPASS)
- Over 95% of users are equipped with electronic tags
- Charging period
  - 0600 - 1800
  - Monday – Friday
- Normal charge 1.7 €
- 20-60% discount for AutoPASS

- Maximum 60 crossings are charged per month
- No one is charged more than once each 60 minutes
- 80% of revenues to road construction
- 20% of revenues to PTSE (Public Transport, Safety, Environmental improvements)
- Income from RUC is financing 60% of the cost of the investment package. The remaining 40% is financed by the Government.
What is the best way to introduce road pricing?

• Make the scheme design simple to understand
• The RUC initiative must be local, but Governmental support is needed
• Secure a long lasting political support for the RUC scheme. The realization of the scheme will take many years
• Define robust and fair exemption rules
• Flexibility is needed to meet negative arguments
  Example from Trondheim:

<table>
<thead>
<tr>
<th>Leisure trips should not be charged:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Charging period</td>
</tr>
<tr>
<td>• 0600 - 1800</td>
</tr>
<tr>
<td>• Monday – Friday</td>
</tr>
<tr>
<td>The transport business should not be charged to hard:</td>
</tr>
<tr>
<td>• Maximum 60 crossings are charged per month</td>
</tr>
<tr>
<td>Trips crossing the cordon several times should only be charged once</td>
</tr>
<tr>
<td>• No one is charged more than once each 60 minutes</td>
</tr>
</tbody>
</table>
What is the best way to introduce road pricing?

- Select a robust, effective technical system that does not reduce the road capacity, i.e. non stop charging.

- Inform continuously about the positive effects of the scheme to the politicians and the public. Start to inform as soon as possible.

Start of the RUC scheme
What have you learnt in the process?

- Political support is needed also after a successful implementation of RUC
- Continuous information to stakeholders and to the public is important to secure the acceptance over time
What have you learnt in the process?

- The public has a varying view on RUC
- Extension of the existing tolling system is not accepted, but RUC are accepted for other specified purposes
- The negative lobby gets too much attention in the media
- The most negative user group is people with age 45+
- Younger people are the most positive
What have you learnt in the process?

• RUC is an efficient demand management tool. A charge of 1.7 € leads to about 10% traffic reduction.

• ... but successful demand management normally lead to reduced traffic and reduced income, which might cause a problem if the revenues is important.

The CBD ring opened 1. Nov, 2003

Total change in daily traffic, October-November

-30% -25% -20% -15% -10% -5% +0% +5% +10% "Old" charging points New CBD ring

Road Pricing: The Way Forward Conference
Workshop 2A Scheme Implementation

24-25 Feb 2004 London
What have you learnt in the process?

• The RUC do not influence the modal split much
• Car users continue to use their car, but outside the charging period and outside the restricted area
What have you learnt in the process?

• The car users accept that money collected in RUC money is used on public transport