WS 3A Framework for Delivery

Even Myhre

Public Roads Administration
Trondheim
The existing RUC system in Trondheim, main information

- The RUC scheme is financing an investment package (265 mill €)
- 25 charging points incl. CBD ring (one way charging)
- Unmanned electronic charging system (AutoPASS- OBU)
- Charging period
  - 0600 -1800
  - Monday – Friday
- Normal charge about 2 €
- 10-50% discount for using AutoPASS contract
- 10% discount after 10am
- About 95% AutoPASS users

- Maximum of 60 trips are charged per month
- No one is charged more than once each 60 minutes
- 75% of revenues to road construction
- 25% 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.
- Started October 1991
Q9) Why did you start looking at road pricing?
Why did you start looking at road pricing?

• Capacity problems and problems with quality of the urban road network (congestion, delay cost, traffic accidents, heavy vehicle through city centre, traffic noise and pollution)

• A local transport investment package: “The Trondheim Package” was defined including:
  • Development of a sustainable safety main road network, also for pedestrians and cyclists
  • “Bypasses” outside the city center
  • Safety improvements
  • Public transport system
  • Environmental improvements
Why did you start looking at road pricing?

• The time for completing the Trondheim Package would be 30-50 years with normal funding from the Government
• The Government made the city an offer
  – If the city raised 60% of the funds needed by RUC, the Government would cover the remaining 40%
  – This agreement made it possible to complete the Trondheim Package after 15 years (2005)
• Norway has a long tradition for funding road construction by tolling. Toll systems are terminated when the new infrastructure is paid
• Positive experience with a similar investment package in Bergen financed by tolling. The first urban tollring system was opened in 1985
Q7) How should the revenue be used?
How should the revenue be used?

- To finance the objectives defined in the RUC scheme, i.e. the Trondheim Package
- Extension to the scheme must be avoided

Acceptance of use of RUC revenue

25% of funds financing PtIP*, in investment package

Bypass road north of CBD, in investment package

Extend RUC scheme to finance bypass west of CBD

Legend:
- Very negative
- Negative
- Neither - nor
- Positive
- Very positive
- Do not know
How should the revenue be used?

- Money collected in RUC systems might be used on other transportation areas than the road construction.
Q13) How will you judge whether the scheme is a success?
How will you judge whether the scheme is a success?

- The objectives of the scheme are accomplished, i.e. the financing of the investment package
- Majority of the local politicians stands behind the investment package
- The scheme is accepted by the public
  - very few violations and complains
  - 95% Autopass users
- Positive secondary impacts
  - some reduction of car traffic in peak periods
  - some increase in PT travels
- Acceptable negative secondary effects
  - social
  - equity
- The RUC technology is a success. It is reliable and has a very low operational cost (less than 10% of the total income).
- Trondheim has become a better city to live in