



**UNification of accounts and
marginal costs for Transport Efficiency**

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UNITE Partner Organisations

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What does UNITE seek to achieve?

UNITE is designed to:

‘develop methodologies and empirical evidence to support decision-makers involved in developing pricing and taxation policies for all significant passenger and freight modes – road, rail, air, inland waterway and maritime – in Europe’



3 core components:

1. Transport accounts
 - a statement of costs & revenues
2. Marginal costs
 - change with an additional vehicle km
3. “Integration”
 - uniting accounts & MC approaches to inform policymaking



1. Marginal Costs

recent interest

- 1995 Green Paper “Fair & efficient pricing”
- 1998 White Paper “Fair payment for infrastructure use”

issues

- principles well understood
- practice difficult



So, UNITE undertakes 30+ case studies

Category	Road	Rail	Air	Inland waterway	Maritime
Infrastructure costs	●	●	●	●	●
Supplier operating costs		●	●		
Congestion costs	● ●	● ●	●		
Mohring effect		●	●	●	●
Accident costs	● ●	●		●	●
Environmental costs	● ●	●	●	●	●

- Good modal & cost category coverage
- Improve knowledge
- Illustrate best practice
- Transferability important



2. *Accounts*

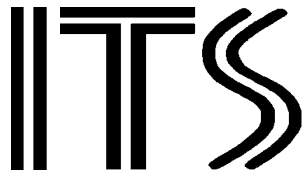
background

- Long standing interest as a monitoring device (eg under Regulation 1108/70)
- Repeated requests from member states (eg High Level Group on Infrastructure Charging, 1998)

possible forms – either ...

- **Business Accounts** - revenue, financial costs
- **Social Accounts** - revenue, social costs





UNITE produces social transport accounts for ...

- 18 countries
 - 15 EU
 - Estonia
 - Hungary
 - Switzerland
- 3 years
 - 1998 (main)
 - 1996
 - 2005
- All modes
 - road
 - rail
 - aviation
 - inland waterway
 - shipping



3. “Integration”



- How can **marginal cost** and **transport accounts** be combined?

what else is needed ...

- **Additional data?**
- **Analysis tools?**

Some ideas on use of Accounts in Integration ...

What are accounts for?

1. Direct derivation of prices.
2. Measuring cost recovery.
3. Monitoring success of policies.
4. Examining equity issues.
5. Political decision-making in real world.



- 1.1. Marginal cost information crucial, but not the only information needed.
2. Revenue requirements, equity issues and second-best may lead to a need for ‘optimal departures from marginal cost pricing’.
3. Accounts provide valuable information on the overall costs of transport but their appropriate use requires a lot of care.



UNITE's timescale

