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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

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**TRANSPORT TRENDS AND ECONOMICS**

**Studies on transport economics and track costs undertaken by other organizations**

**Transmitted by the European Commission (EC) <sup>1/</sup>**

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## RESEARCH ON TRANSPORT ECONOMICS

### Summary details of projects

#### **Scenarios, traffic forecasts and analysis of traffic flows including countries neighbouring the European Union**

Description: Following the recent adoption of the Trans-European transport network Guidelines and the new geopolitical situation of the Union after enlargement, identification of major transport axes to better connect the Union and the neighbouring countries and regions has become a timely issue. The purpose of this study is, based on and summarising completed or almost completed studies, to support the Commission in providing a summary analysis of trade and traffic volumes between the European Union and the neighbouring countries and regions with the view of identifying major transport axes and priority projects thereof. The study will look at traffic volumes for a harmonised base year and for the time horizon of 2020. It will also provide an assessment of socio-economic impacts of selected infrastructure scenarios drawing on existing studies.

Final report: December 2005

Unit responsible in DG TREN: B2 Trans-European network policy

#### **STATUS REPORT OF THE PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS**

Description: There are 10 pan-European Transport Corridors and Areas. These Corridors and Areas are managed by a Steering Committee and assisted by a secretariat. Approximately every second year an inventory is requested in order to enable the Commission to monitor progress of these Corridors and Areas. A method needs to be created in order to be able to compare the achievements between Corridors and between Areas, in order to make comparisons on the progress. Information is required per Corridor and Area on how much has been finalised per country and per mode, as well as how much has been invested. Information is also needed on the sources from which the investments have been made (national budgets, loans, EU funds etc.).

Final report: December 2005

Unit responsible in DG TREN: B2 Trans-European network policy

#### **Implementation report on the TEN-T guidelines**

Description: The study should support the Commission and Member States in the collection and analysis of data related to the implementation of the trans-European transport networks (TEN-T). The study aims at providing with an in-depth knowledge of the technical status and elaborating a sound analysis of the implementation of the TEN-T network. One of the objectives of the study is to support the preparation of the next implementation report, covering years 2002 and 2003, and to facilitate the preparation of future reports. Considering the enlargement, the study aims

also at providing a solid 'baseline status' allowing to assess future progress in the implementation of the guidelines in the new Member States.

Final report: December 2005

Unit responsible in DG TREN: B2 Trans-European network policy

### **Infrastructure expenditures and costs**

Description: The objectives of the study are threefold. First of all, it aims to set out a classification of infrastructure expenditures, in order to increase knowledge of expenditures related to transport infrastructures. This classification should support a better understanding of fixed and variable infrastructure costs. The study will also detail the various components of such expenditures for five modes of transportation, which would enable the monitoring of infrastructure expenditures and costs. Finally, it will set up a methodology to move from annual series of expenditures to costs, including fixed and variable elements.

Final report: Spring 2006

Unit responsible in DG TREN: B1 Sectoral economies

### **REVENUE - Use of revenues from transport pricing**

Description: The aim of the project is to examine options for the use of surplus revenues from the application of marginal cost based pricing in one mode or region for covering deficits arising in other modes or regions. The trade-offs between economic efficiency, public acceptability and equity as well as legal/institutional constraints will be looked at. The expected results are: Solutions to combine pricing of the existing transport system and investments in transport infrastructure (financing). Concrete suggestions of how to finance the fixed cost of a certain transport project in different modes with least distortions and adverse distributional effects, these could include e.g. access charges in the form of two-part tariffs, regional cross-subsidies, inter-modal cross-subsidies, etc.

Final report: Spring 2006

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.revenue-eu.org/>

### **FUNDING – Funding infrastructures: guidelines for Europe**

Description: The principal aim of the FUNDING research project is to explore the funding of large transport infrastructure investments in the EU. Two different avenues are explored for the funding of these investments. The first is the creation of an EU transport infrastructure fund financed by mark-ups on transport activities. The second is the use of mark-ups on the users' costs charged by the infrastructure suppliers that make the investment. The conceptual phase leads to the formulation of a limited number of alternative scenarios for a European infrastructure fund and for the use of mark-ups. These scenarios are adjusted as a function of the financing gaps that are calculated for the horizon 2020 by mode and country given the accepted

TEN investments. Two models are used to test the performance of the alternative infrastructure fund and mark-up scenarios: a multi-modal spatial general equilibrium model of the EU; and a multi-modal pricing and investment assessment model, which is applied to a sample of TEN infrastructure projects.

Final report: Spring 2008

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.econ.kuleuven.be/funding/>

### **GRACE - Generalising Research on Accounts and Cost Estimation**

Description: GRACE aims to support the development of sustainable transport systems by facilitating implementation of transport pricing systems that reflect the costs of infrastructure use. Its objectives are to undertake case studies to address gaps in the existing level of knowledge of marginal social costs in road and rail transport, as well as in air and water borne transport. The project will also develop and refine the methods of using transport accounts to monitor the implementation of transport pricing reform in an enlarged Europe. Finally, the project aims to provide clear guidance on the marginal social costs of the different modes of transport in specific circumstances and on simple and transparent methods for determining charges.

Final report: Spring 2008

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.grace-eu.net>

### **IMPRINT-Net - Implementing Pricing Reform in Transport – Effective Use of Research on Pricing in Europe**

Description: This coordinated action aims to bring together relevant policy makers, other stakeholders and researchers to exchange information in view of reaching consensus on the methods and results to be applied in setting tariffs for the use of transport infrastructure. The purpose is to provide a discussion platform for policy makers, transport operators, researchers and other stakeholders to exchange views on the implementation of new pricing regimes, cost calculation methods derivation of tariffs to be levied and on successful approaches to overcome barriers and to affect attitudes and perceptions

Final report: Autumn 2008

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: to be defined.

### **SUMMA - SUstainable Mobility, policy Measures and Assessments**

Description: The project aims to operationalise the concepts of sustainable development and sustainable mobility in the transport sector, and to define policy measures to improve its sustainability, by defining and determining indicators and threshold values for economic, environmental and social impacts of transport.

Final report: August 2005

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.summa-eu.org>

### **SPECTRUM - Study of Policies regarding Economic instruments Complementing Transport Regulation and the Undertaking of Physical Measures**

Description: The project aims to: (i) Develop a theoretically sound framework for analysing the trade-off between policy objectives and identifying optimal combinations of instruments to achieve them; (ii) Analyse and assess transport packages - providing quantified evidence on the use of alternative instruments in managing urban or inter-urban capacity and the likely practical impacts of different approaches. Evidence on how individual instruments fit in a policy and how their degree of intensity can be defined under various constraints; (iii) Generalise - informing target users of the synthesised evidence and transferability of alternative transport management packages across the broader urban/inter-urban spectrum and their wider social impact; (iv) Provide guidance and recommendations - enabling policy makers to achieve a better balance between different, often conflicting objectives.

Final report: Spring 2006

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.its.leeds.ac.uk/projects/spectrum/index.html>

### **TRANS-TOOLS - TOOLS for Transport forecasting ANd Scenario testing**

Description: Transport policy-makers use results of models amongst others to forecast transport and assess outcomes of different policy scenarios. Unfortunately, from a European policy-making perspective, there are a number of problems with current transport models. TRANS-TOOLS will further develop and refined the latest state-of-the-art research in developing and combining pan-European models. The project is a logical extension of previous modelling exercises. It will enable to organise the strategic European tools on a 'Common Modelling Platform' to allow an efficient use of such tools and a smooth integration of these with national dimensions.

Final report: Autumn 2006

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.inro.tno.nl/transtools/index.html>

### **HEATCO – Developing harmonised European Approaches for Transport Costing and Project Assessment**

Description: Based on previous developments, the HEATCO will review and analyse current project assessment practice in the EU25 countries. It will compare existing practice (in assessing the value of time and congestion, accident risk reduction, health impacts and nuisances from pollutant and noise emissions, infrastructure costs) to theoretical and empirical evidence from the literature and propose harmonised guidelines. The project will conduct surveys to address the main gaps in monetary values and transferability/comparability of values between countries. The harmonised guidelines will be applied to 3 TEN transport infrastructure projects, illustrating differences to existing CBA evaluations.

Final report: Summer 2006

Unit responsible in DG TREN: B2 Trans-European network policy

Project web site: [http://www.iier.uni-stuttgart.de/public/en/organisation/dept/proj\\_desc.php?pid=267](http://www.iier.uni-stuttgart.de/public/en/organisation/dept/proj_desc.php?pid=267)

### **TRANSFORUM - Scientific forum on transport forecast validation and policy assessment**

Description: TRANSFORUM will (i) establish a scientific forum of experts; (ii) facilitate the forum in a consensus-based assessment and validation of results both from national and European research projects; (iii) develop recommendations to ensure compatibility and convergence between tools used in transport policy assessment at European and national levels, and identifying best practices; and (iv) disseminate project results and encouraging their uptake.

Final report: Spring 2007

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.transforum-eu.net>

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