

## TOWARD A GREENER ROAD PRICING SYSTEM IN EUROPE

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### ABSTRACT

The paper focuses on an evaluation of the methodologies of calculations and the maximum chargeable cost advised by the first proposal for amending the directive on road infrastructure charging for Heavy Good Vehicles (HGV), which plans to internalize some external costs (air pollution, noise pollution and congestion). It presents a study lead on a French motorway in 2008 in accordance with:

- the recommendations of the directive;
- a French alternative approach dated from 2001 (introduction of weight classes for the calculation of the cost of air pollution, valuations of noise based on willingness-to-pay studies to calculate the costs of noise pollution, the costs of congestion calculated with a French methodology).

Finally the paper provides results with prices that HGV should pay for the external costs they cause. It also analyses the impacts of the proposal evolutions on earnings that could be expected with internalization and behaviour changing that could be generated.