

Challenges of Toll Pricing Policy in Slovenia



Emilija Erent, DARS

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+ The goal of the toll policy

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provide revenue that in the long-term covers the entire cost of:

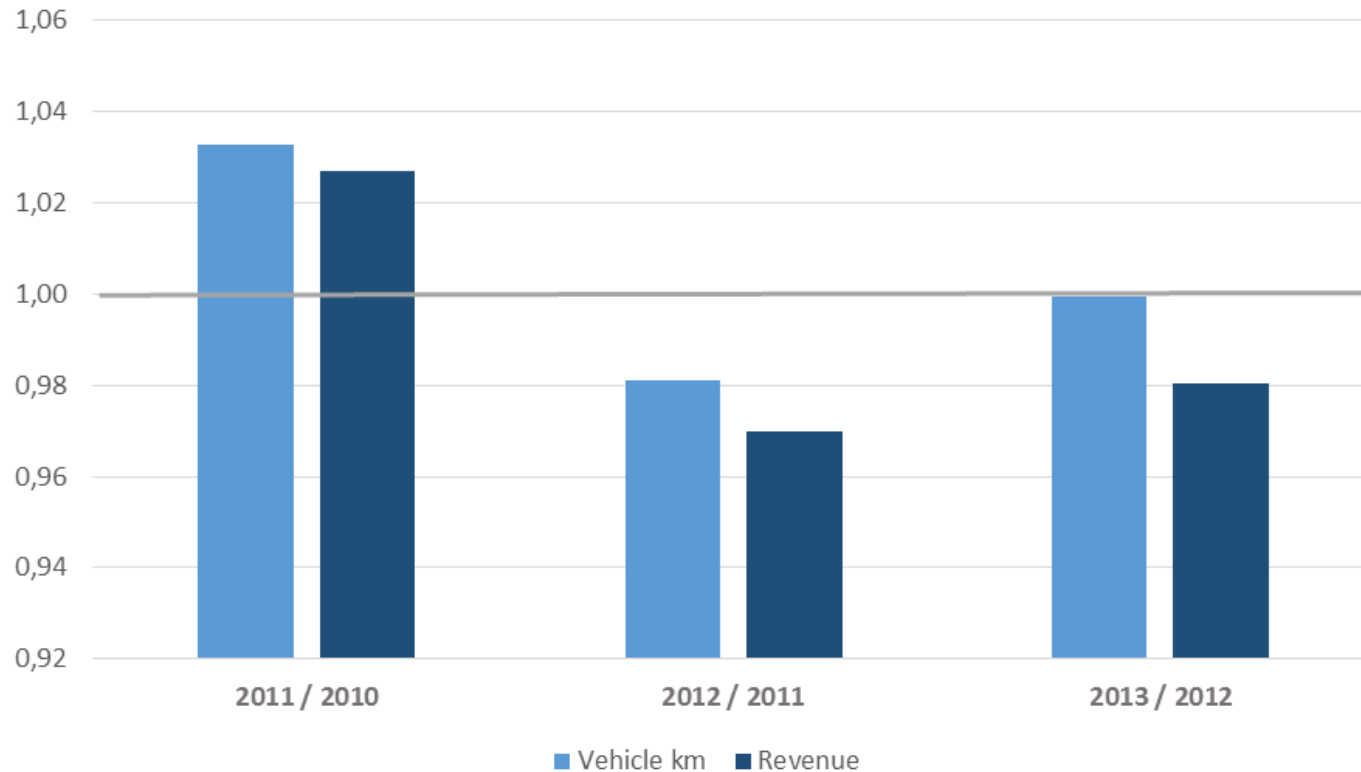
- the infrastructure,
- management and
- toll collection.



The significance of the toll policy



Annual growth rates: Vehicle kilometres on motorways and revenue in period from 2010 - 2013



+ Actors of toll-price policy

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- DARS' proposals
- Position of the Ministry and the Government
- Slovenian Transportation sector

Toll-price policy is adopted by the Slovenian Government.



Two Tolling systems for Toll collection on Slovenian motorways

Vehicles up to 3,5 t

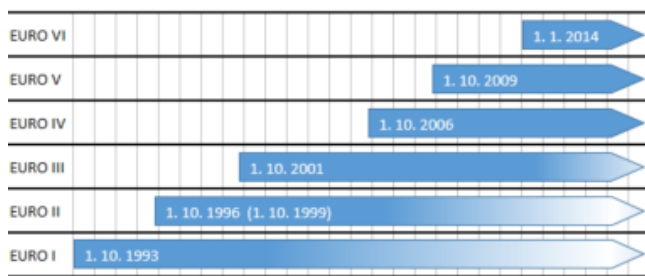


Vehicles above 3,5 t



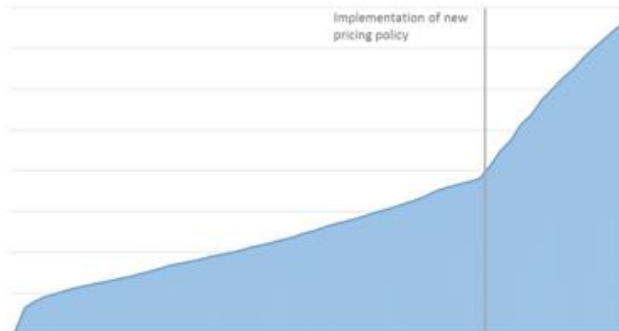
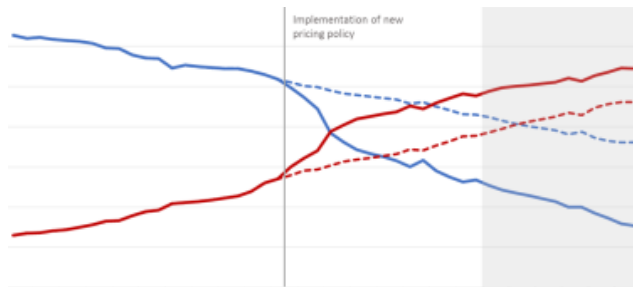


Effects of change to the tolling tariff don't last long



Main reasons:

- introduction of new emission classes every 3 to 5 years
- reverse effect on the structure
- Growth in the use of electronic media

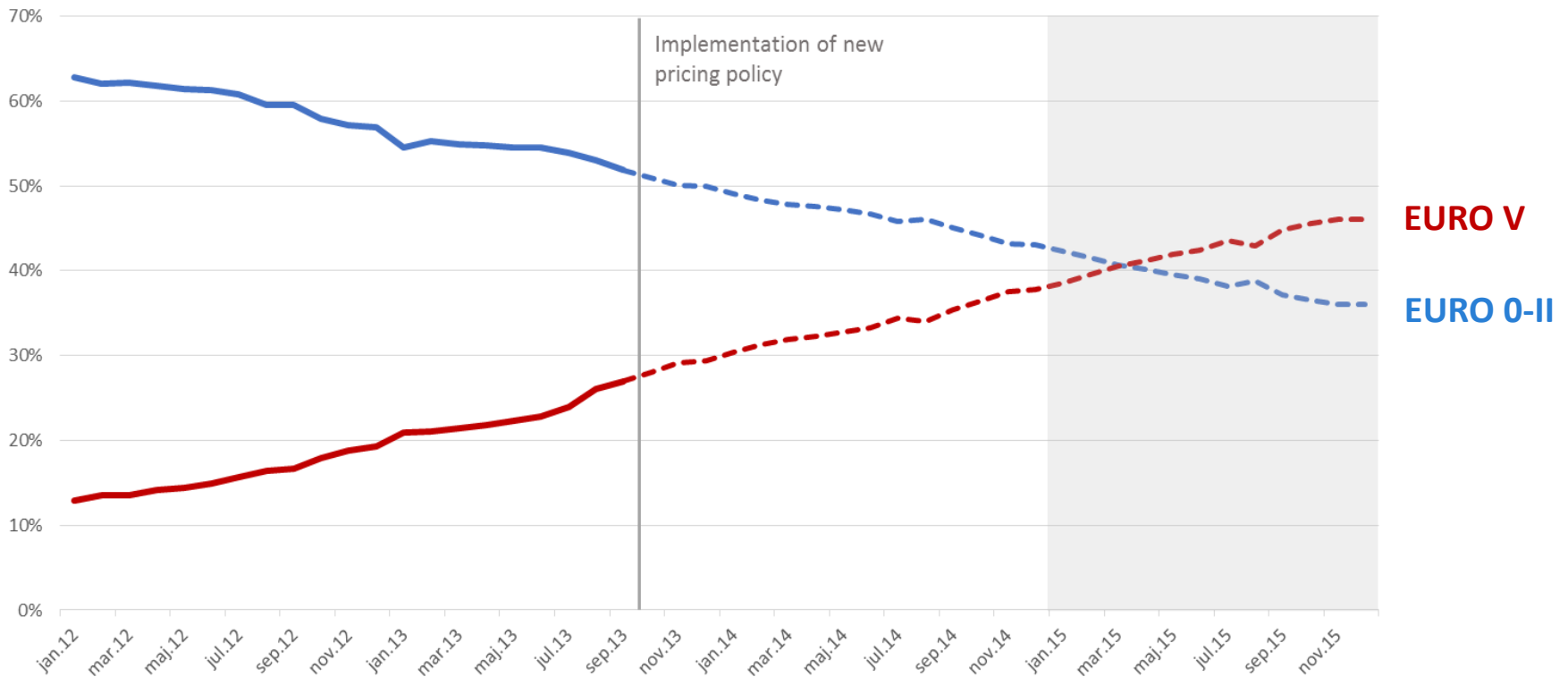




Changes in price have a reverse effect on the structure of registered vehicles...



The effect of implementation of new pricing policy on vehicle kilometres structure for emission classes EURO 0-II and EURO V

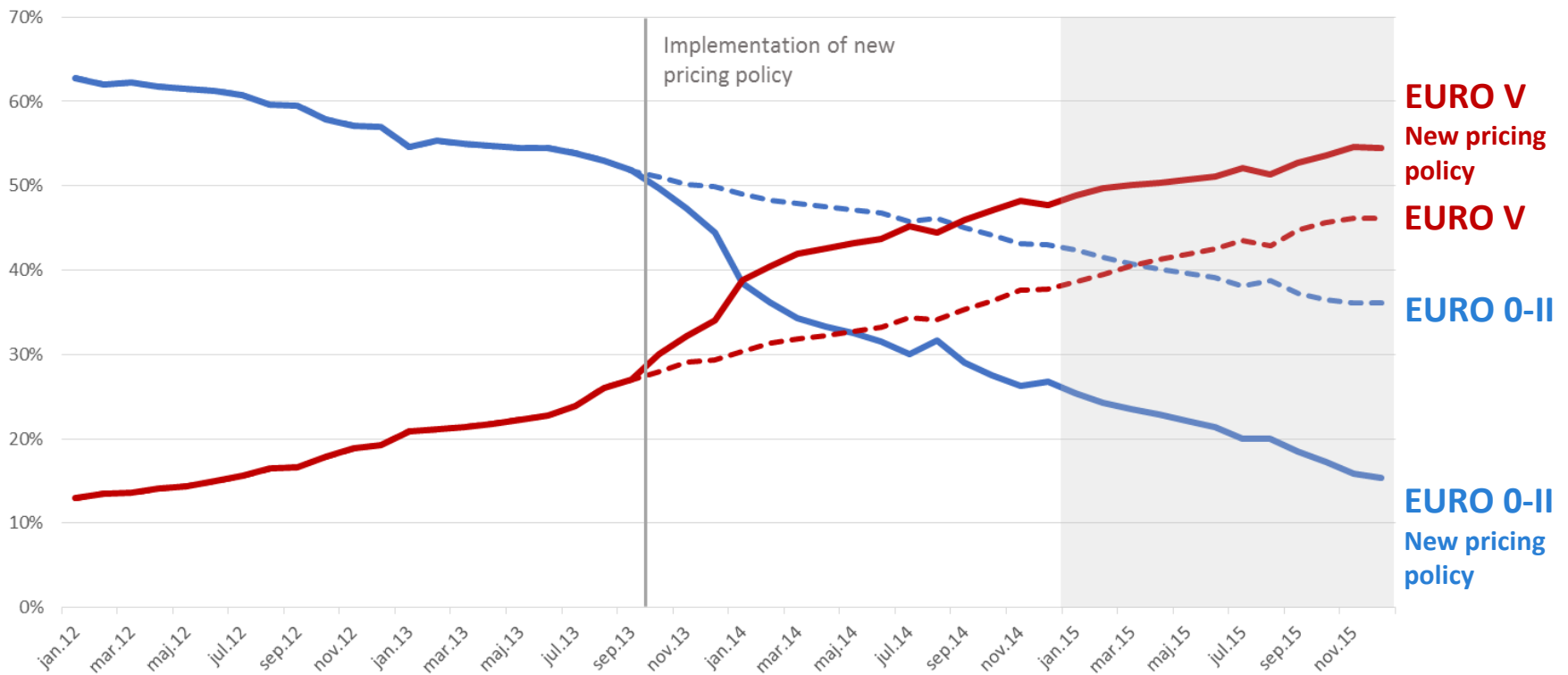




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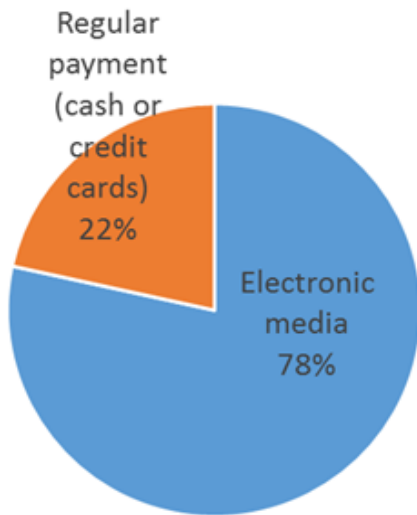




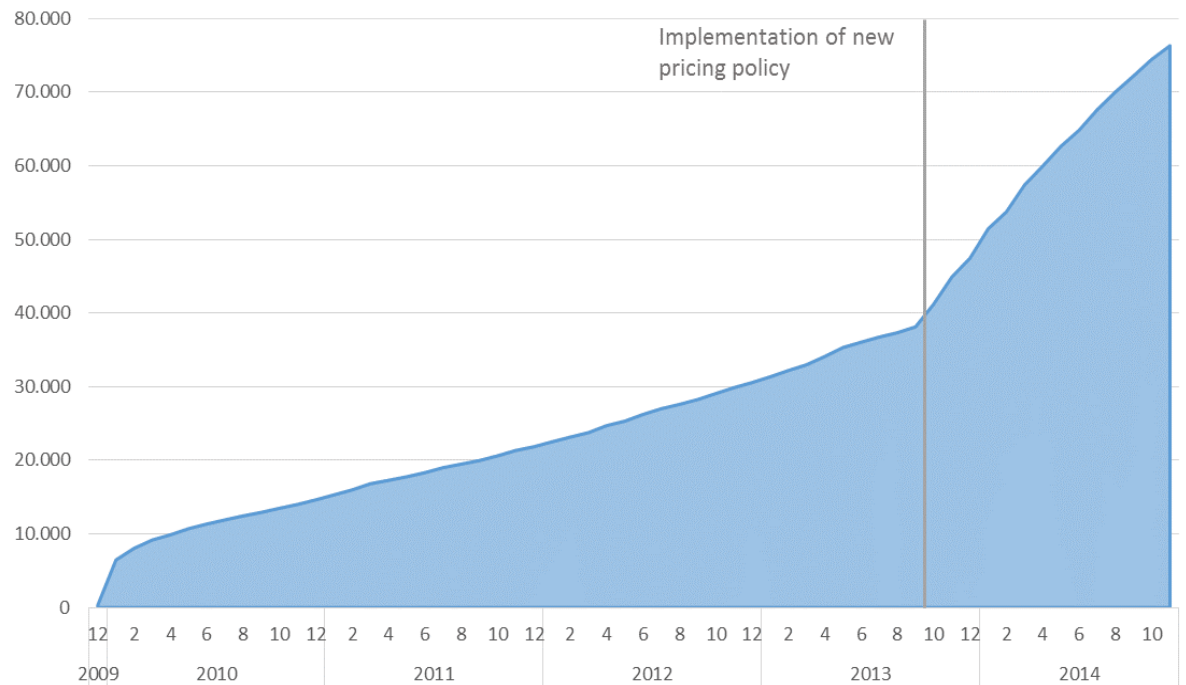
Dramatic growth of new registrations of electronic media

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Toll payment methods

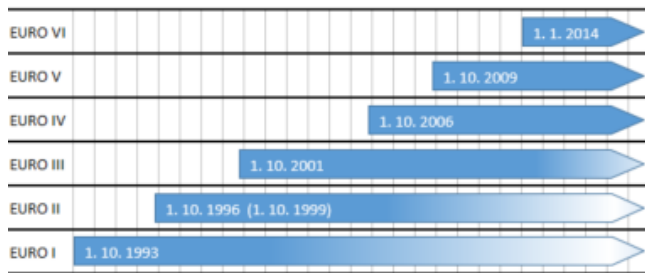


Cumulative number of registered electronic media



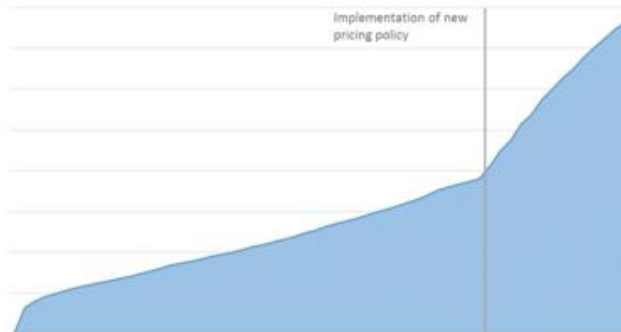
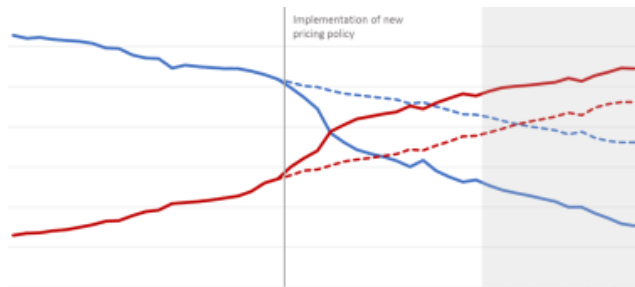


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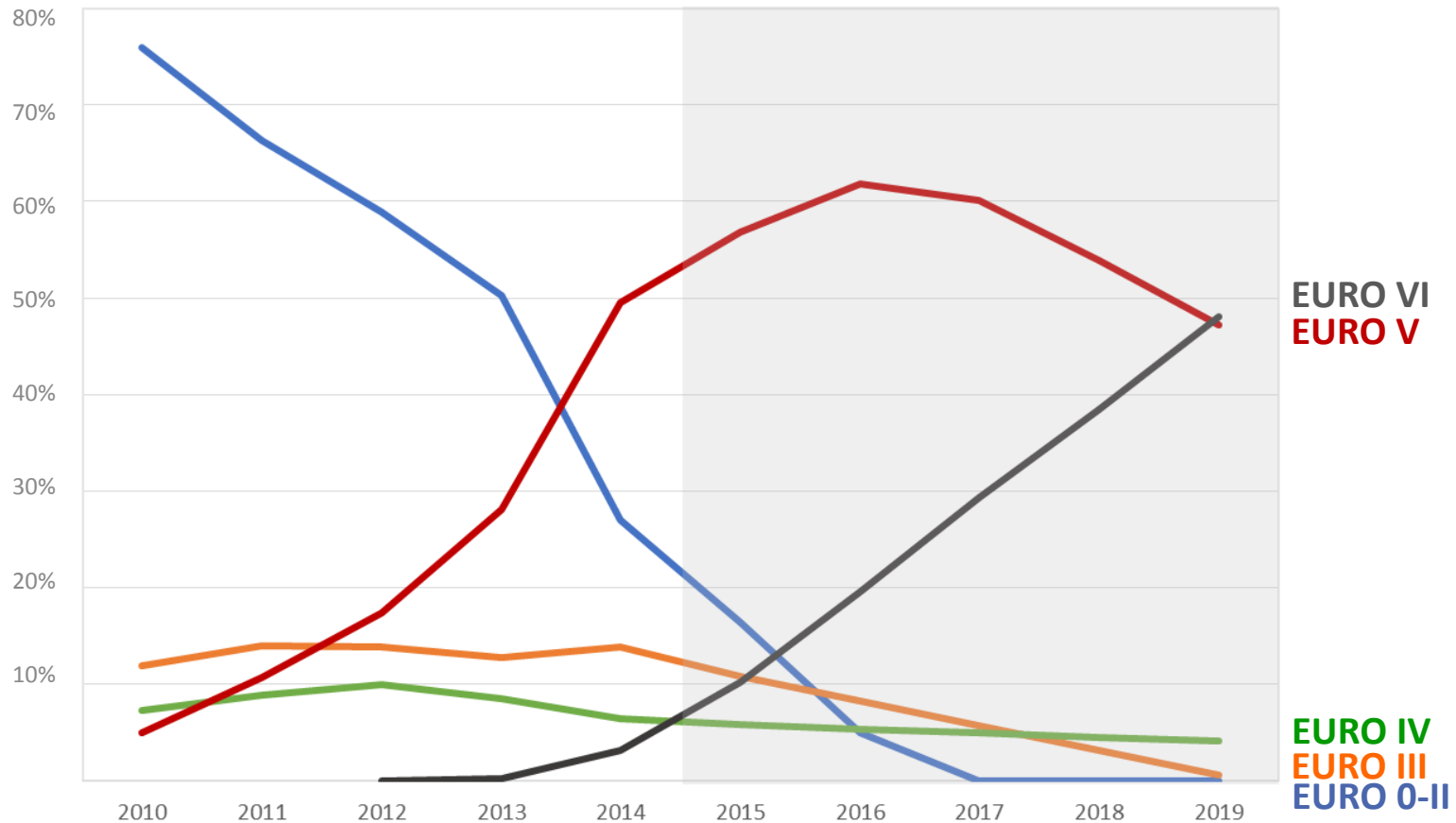




Profound estimation of future emission-class structure is crucial

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Vehicle kilometres structure according to EURO-emission classes for Toll class R4: real data and forecast





Conclusion

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DARS d.d. is trying to achieve the following price policy goals:

- eliminate the impact of the changed vehicle structure, otherwise, the revenue cannot cover the infrastructure costs,
- an automatic correction of the price policy; as things stand now, all this is the subject of repeat negotiations.



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Thank you
for your attention!