

**NEI**



# Unite and RECORDIT:

## *Common Approach*

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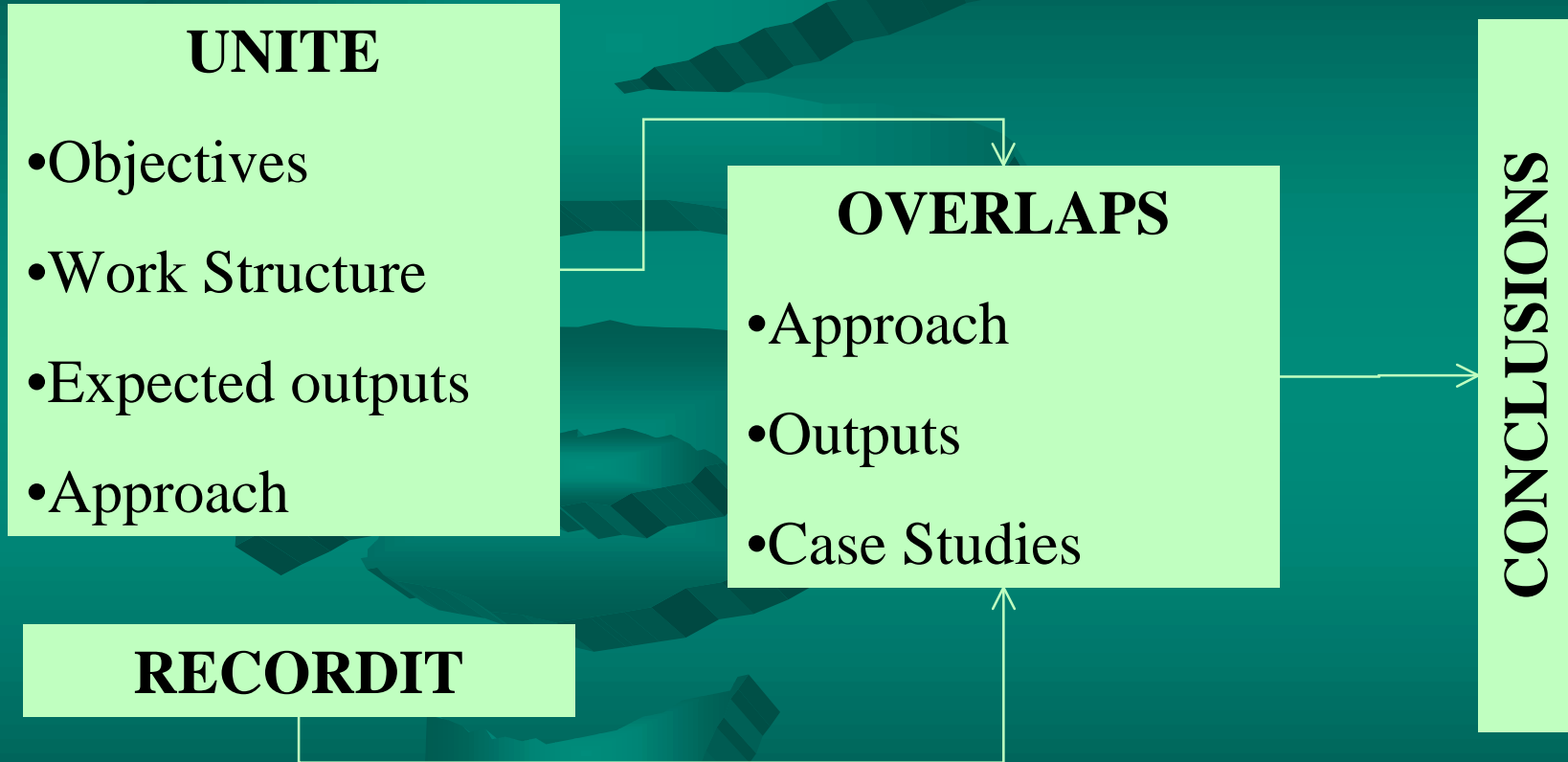
*Netherlands Economic Institute*



UNIfication of accounts and marginal costs for Transport Efficiency  
RECORDIT Meeting, Athens 2 April

**UNITE**

# Structure of the Presentation





# UNITE

Objectives

Work Structure

Expected outputs

Approach

- Pilot Transport Accounts
- Marginal Cost Estimates
- Framework for Integration of accounts and marginal costs





**UNITE**

Objectives

Work Structure

Expected outputs

Approach

**•Methodological development**

- transport accounts
- marginal costs
- integration of TA and MC

**•Empirical estimation**

**•Synthesis**

- generalisation
- policy perspectives





## UNITE

Objectives

- Theoretical development of alternative frameworks for the integration of TA and MC estimates

Work Structure

Expected outputs

- Empirical results on the transport and economy-wide outcomes from alternative integration approaches

Approach





## UNITE

### •Pilot TA

Objectives

•18 countries

Work Structure

•1996, 1998, 2005

Expected outputs

•passenger & freight modes

Approach

•Guidance on future approaches to the development of TA



## UNITE

### Objectives

- **Methodology advancing the SOA in MC estimation**

### Work Structure

- **Empirical estimates of MC for:**

### Expected outputs

- cost, benefit, revenue categories

### Approach

- various contexts around Europe

- passenger & freight modes

- **Guidance on how to transfer MC estimates to new contexts, to maximise the value-added**





**•All modes**

- road, rail, IWW, maritime, aviation

**•All costs and benefits**

- infrastructure, supplier operating, congestion (incl. Mohring effects), accident, and environmental costs

**•Case Studies**

- transferability
- improve knowledge
- illustrate best practice

**UNITE**

Objectives

Work Structure

Expected outputs

Approach



**UNITE**

Objectives

*Business  
Accounts*

- revenue
- financial costs

*Social  
Accounts*

- revenue
- social costs

*also needed*

- benefits
- weighting  
of MC of PF

Work Structure

Expected outputs

Approach

*Use of accounts in integration?*

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





## OVERLAPS

### Approach

### Outputs

### Case Studies

- **Field of study**

- intermodal freight transport

- **Type of costs**

- external, internal
- marginal costs

- **Cost categories**

- **Modes**

- road, rail, IWW, SSS

- **Methodology**

- bottom-up





**OVERLAPS**

Approach

Outputs

Case Studies

MC estimates

**UNITE**

- MC estimates (for accounts, generalisation and (policy issues))

**RECORDIT**

- real door-to door intermodal freight transport services in comparison with road transport in Europe





**OVERLAPS**

Approach

Outputs

Case Studies

Case Study	Overlapping segment	Cost category	Mode
IWW on Rhine	Basel-Rotterdam	Infrastructure Accident Environment	IWW
HGV	Munich-Gothenburg	Accident	Road
Inter-urban road and rail	Genova-Basel	Environment	Road Rail



**OVERLAPS**

Approach

Outputs

Case Studies

Case Study	Institution UNITE	Collaboration aspects
IWW on Rhine	NEI	Marginal maintenance proportion (by collecting fixed assets data) Statistics on accidents Terminal cost analysis
HGV	VTI	Estimation of risk, risk elasticities Accident statistics
Inter-urban road and rail	ISIS	Environment data



## *CONCLUSIONS*

- **MC information crucial, but not the only information needed**
  - disaggregated information
  - guidance on generalisation
  - revenue requirements
  - equity issues
  - second-best
- **Need for ‘optimal departures from MC pricing’** ←
- **In an ideal world, accounts would:**
  - include (changes in) consumer surplus
  - disaggregate (type of infrastructure/ service, location, time period)
  - show who benefits and who pays

