



SUSTAINABILITY: GOVERNING THE OVERALL COSTS OF THE TRANSPORT SECTOR

€cotale

EXTERNAL COSTS OF TRANSPORT AND LAND EQUALIZATION

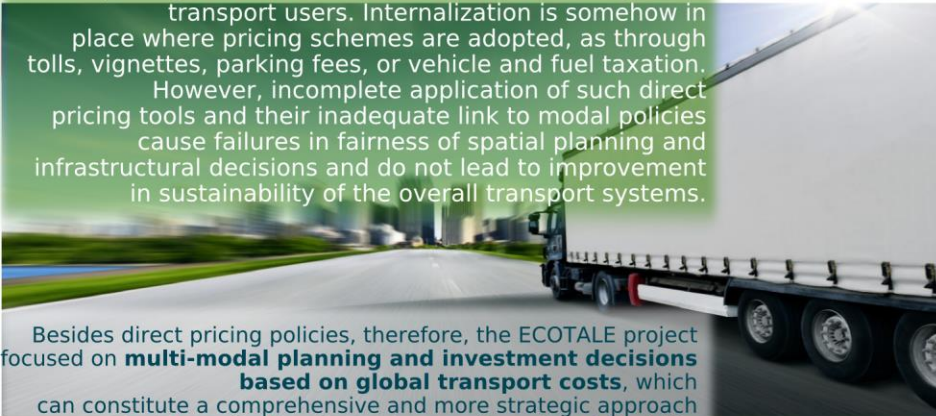


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Internalisation of environmental, spatial and social costs generated by the transport sector has been a policy objective of the EU for more than a decade.

Following the "polluter pays" principle, internalisation aims at putting the most of those costs onto the respective transport users. Internalization is somehow in place where pricing schemes are adopted, as through tolls, vignettes, parking fees, or vehicle and fuel taxation.

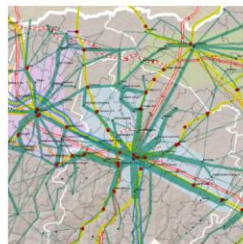
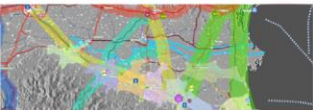
However, incomplete application of such direct pricing tools and their inadequate link to modal policies cause failures in fairness of spatial planning and infrastructural decisions and do not lead to improvement in sustainability of the overall transport systems.



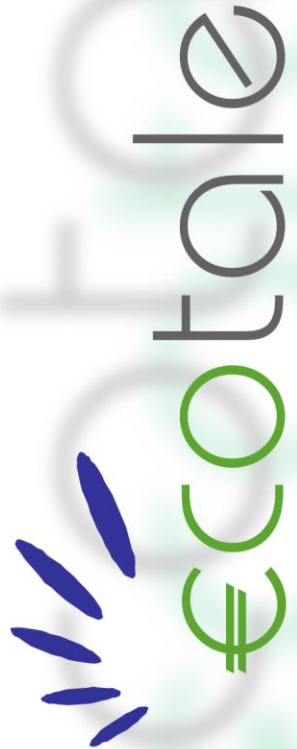
Besides direct pricing policies, therefore, the ECOTALE project focused on **multi-modal planning and investment decisions based on global transport costs**, which can constitute a comprehensive and more strategic approach to internalization, improving equity and sustainability of the transport systems.

ECOTALE has promoted gain and exchange of knowledge and experience evidences out of a wide list of cases and finally developed **recommendations and practical guidelines for a wider internalization practice within regional and local modal policies**, with a special focus on the relation between global transport costs and land use planning.

The **evaluation of the external costs of transport** -for which a wide spectrum of mature techniques is already available- should not only be addressed to possible pricing measures but **should become the analytical base for land and infrastructure planning** as well as for other regulatory actions. An integrated and consistent land use and transport planning is in fact still the only way to implement effective modal policy and improve the sustainability of the mobility systems.



not only pricing
consistent modal policies



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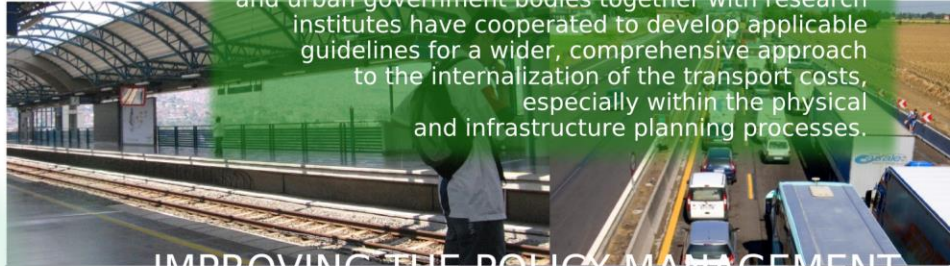


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planning and investment decisions based on global transport costs

Within the collaborative scope and framework offered by the INTERREG IVC programme and on the basis of literature and best practices review, regional and urban government bodies together with research institutes have cooperated to develop applicable guidelines for a wider, comprehensive approach to the internalization of the transport costs, especially within the physical and infrastructure planning processes.



IMPROVING THE POLICY MANAGEMENT OF EXTERNAL COSTS OF TRANSPORT
 a comprehensive planning approach to internalization

Policy recommendations and practicable guidelines have been drafted to help regional and local governments in defining and applying internalization measures.

Overall, project findings suggested the following key aims for an effective approach to internalization:

- consistent integration within a multi-modal transport planning strategy
- strict interaction between land use and transport planning and explicit treatment of externalities
- monitoring the effects of policies and review them accordingly

a project developed by:



University of Bologna (IT)



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MANCOMUNITAT DE LA RIBERA ALTA (ES)



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