

Internalisation of external costs

GENERAL INFORMATION	
Your profile	Organisation
Organisation name	Leaseurope
Organisation type	Other
Which other type of organisation?	A European federation of associations
Main field of activity	Other
Which other type of activity?	Leasing and automotive rental
Which mode of transport do you represent?	Road transport
Region	European Union
Which European Union country?	Belgium
1. EXTERNAL COSTS	
1.1. In your opinion, do you think that road transport imposes nuisances on other transport users and society?	
1.2. In your opinion, do you think that rail transport imposes nuisances on other transport users and society?	
1.3. In your opinion, do you think that air transport imposes nuisances on other transport users and society?	
1.4. In your opinion, do you think that maritime transport imposes nuisances on other transport users and society?	
1.5. In your opinion, do you think that inland waterways transport imposes nuisances on other transport users and society?	
2. INTERNALISATION OF COSTS	
2.1. Do you agree that it is important to internalise the external costs generated by transport? No opinion	
Advantages/disadvantages expectation	
2.2. What are the main advantages/disadvantages you expect on the economy? (maximum	

4000 characters)

In such case, there is always a risk of competitive distortion.

2.3. What are the main advantages/disadvantages you expect on the social situation?
(maximum 4000 characters)

2.4. What are the main advantages/disadvantages you expect on the environment?
(maximum 4000 characters)

2.5. In your opinion, how could the negative effects of congestion, accidents and environmental nuisances be reduced? (maximum 4000 characters)

3. POLICY OPTIONS

3.1. CONGESTION COSTS

3.1.1. In general, which instrument would you favour to tackle congestion costs?

3.1.2. In road transport which actions would you favour to tackle congestion cost?

3.1.3. In rail transport which actions would you favour to tackle congestion cost?

3.1.4. In air transport which actions would you favour to tackle congestion cost?

3.1.5. In maritime transport which actions would you favour to tackle congestion cost?

3.1.6. In inland waterway transport which actions would you favour to tackle congestion cost?

3.1.7. Do you think the EU should do something in the field of internalisation of congestion costs? Agree

Comments (if any) on congestion cost (maximum 4000 characters)

Independent of which policy option is chosen, it is important that such measure is manageable and does not create extra burden. For example, it would be advisable to use the channels that are already put in place.

3.2. ACCIDENT COSTS

3.2.1. Do you agree that accidents costs should be internalised only for road transport?

3.2.2. Should accident costs also be internalised in rail transport?

3.2.3. Should accident costs also be internalised in aviation?

3.2.4. Should accident costs also be internalised in maritime transport?

3.2.5. Should accident costs also be internalised in inland waterway transport?

3.2.6. Which action would you favour for accidents in road transport?

3.2.7. Do you think the EU should do something in the field of internalisation of external accident costs in road transport? Agree

Comments (if any) on accident cost (maximum 4000 characters)
Independent of which policy option is chosen, it is important that such measure is manageable and does not create extra burden. For example, it would be advisable to use the channels that are already put in place.

3.3. NOISE COSTS

3.3.1. In general, which instrument would you favour to tackle noise costs?

3.3.2. Which action would you favour to tackle noise costs in road transport?

3.3.3. Which action would you favour to tackle noise costs in rail transport?

3.3.4. Which action would you favour to tackle noise costs in air transport?

3.3.5. Do you think the EU should do something in the field of internalisation of noise costs? Agree

Comments (if any) on noise cost? (maximum 4000 characters)
Independent of which policy option is chosen, it is important that such measure is manageable and does not create extra burden. For example, it would be advisable to use the channels that are already put in place.

3.4. AIR POLLUTION COSTS

3.4.1. In general, which instrument would you favour to tackle air pollution costs?

3.4.2. In road transport, which action would you favour to tackle air pollution costs?

3.4.3. In rail transport, which action would you favour to tackle air pollution costs?

3.4.4. In air transport, which action would you favour to tackle air pollution costs?

3.4.5. In maritime transport, which action would you favour to tackle air pollution costs?

3.4.6. In inland waterways transport, which

action would you favour to tackle air pollution costs?

3.4.7. Do you think the EU should do something in the field of internalisation of air pollution costs? Agree

Comments (if any) on air pollution cost (maximum 4000 characters)
Independent of which policy option is chosen, it is important that such measure is manageable and does not create extra burden. For example, it would be advisable to use the channels that are already put in place.

3.5. CLIMATE CHANGE COSTS

3.5.1. In general, which instrument would you favour to tackle climate change costs?

3.5.2. In road transport, which action would you favour to tackle climate change costs?

3.5.3. In rail transport, which action would you favour to tackle climate change costs?

3.5.4. In air transport, which action would you favour to tackle climate change costs?

3.5.5. In maritime transport, which action would you favour to tackle climate change costs?

3.5.6. In inland waterway transport, which action would you favour to tackle climate change costs?

4.5.7. Do you think the EU should do something in the field of internalisation of climate change costs? Agree

Comments (if any) on climate change costs (maximum 4000 characters)
Independent of which policy option is chosen, it is important that such measure is manageable and does not create extra burden. For example, it would be advisable to use the channels that are already put in place.

3.6. INTEGRATED CHARGING

3.6.1. Would you favour electronic charging in road transport?

3.6.2. Are there other policy options you would suggest? (maximum 4000 characters)

3.6.3. Are there other pricing instruments you would suggest for congestion, noise, accidents, air pollution or climate change? (maximum 4000 characters)

3.6.4. Are there other non-pricing instruments you would suggest for congestion, noise, accidents, air pollution, climate change? (maximum 4000 characters)

Comments (if any) on integrated charging (maximum 4000 characters)
Independent of which policy option is chosen (whether it is tax or an integrated charge), it is

important that such measure is manageable and does not create extra burden. For example, for this purpose it would be advisable to use the channels that are already put in place.

4. USE OF REVENUES

4.1. In your opinion, revenues from external Transport in general costs should go to...

4.2. In your opinion, revenues from external costs should be use to compensate the victims of the negative effects

4.3. In your opinion, revenues from external costs should be used to reduce external costs

Comments (if any) on the use of revenues (maximum 4000 characters)

5. INFRASTRUCTURE

5.1. The construction of infrastructure should be paid by...

Comments (if any) on the infrastructure (maximum 4000 characters)

6. GENERAL COMMENTS

Are there other comments that you would like to make on the "Internalisation of external costs" topic not covered by the above questions? (maximum 8000 characters)

For the leasing and automotive rental industries, internalization of all costs is a common practice. For example in the case of operating vehicle leasing, all costs (such as relating to residual value risk, insurance, maintenance, etc.) are included in one price: a monthly rent that the consumer pays in exchange for the use of the car and which is fixed well in advance. Therefore, we believe that any internalization of external costs has to be done in a manageable and transparent way.

Meta Informations

Creation date

21-12-2007

Last update date

User name

null

Case Number

442878055121535507

Invitation Ref.

Status

N