



Concept Selection Study

Sustainable and Precise pricing model for the use of Roads to Reduce External Costs

- Context
- Process
- Concepts, Pricing models
- The decision and key findings

Project Manager Morten Tveit

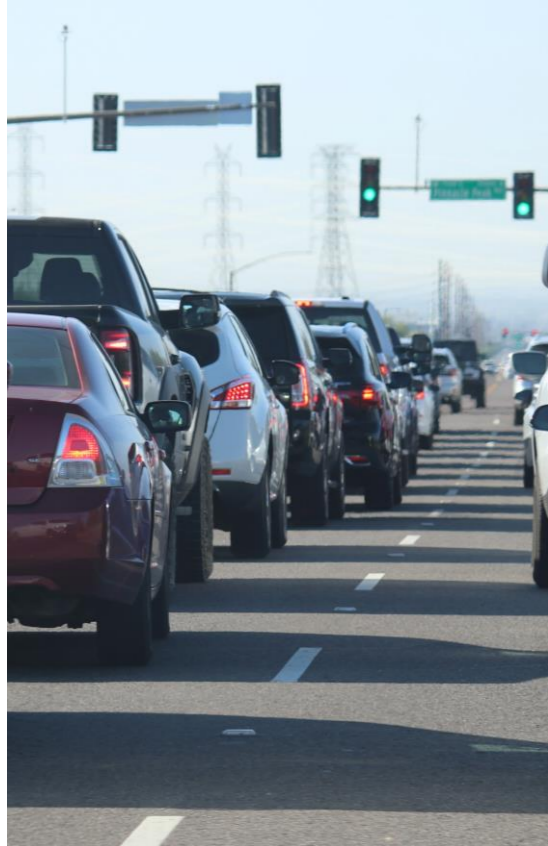


The Norwegian
Tax Administration



Statens vegvesen
Norwegian Public Roads
Administration

External costs caused by Traffic



Traffic congestion (Que delay)



Wear and tear



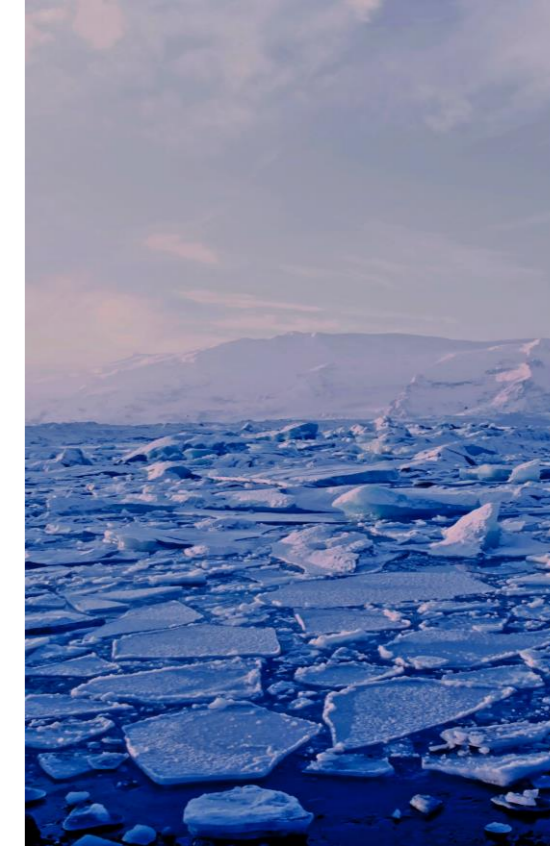
Noise



Accidents



Local emission, dusts etc

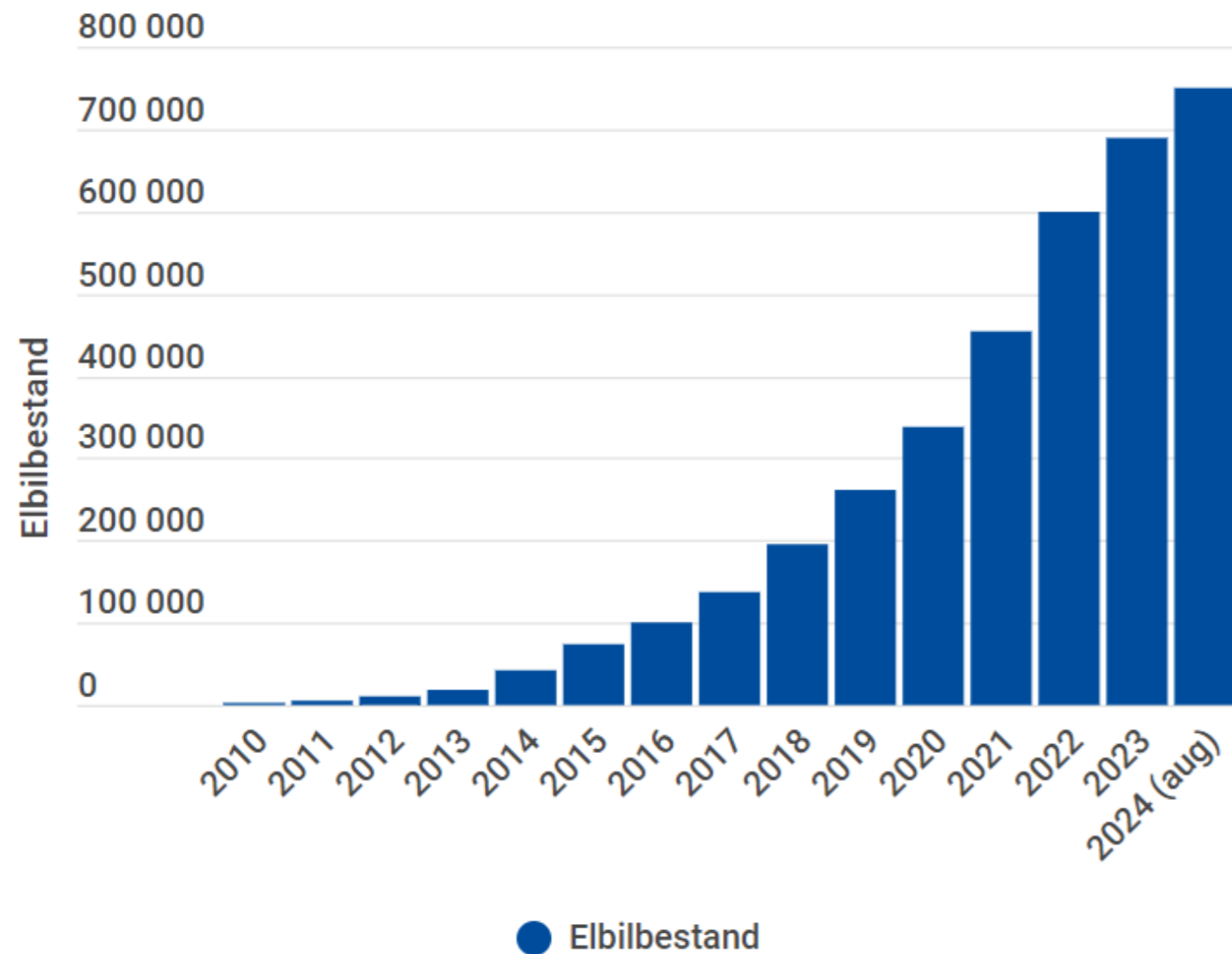


Global environment

Applies to all types of vehicles

Fossil only
CO₂ tax

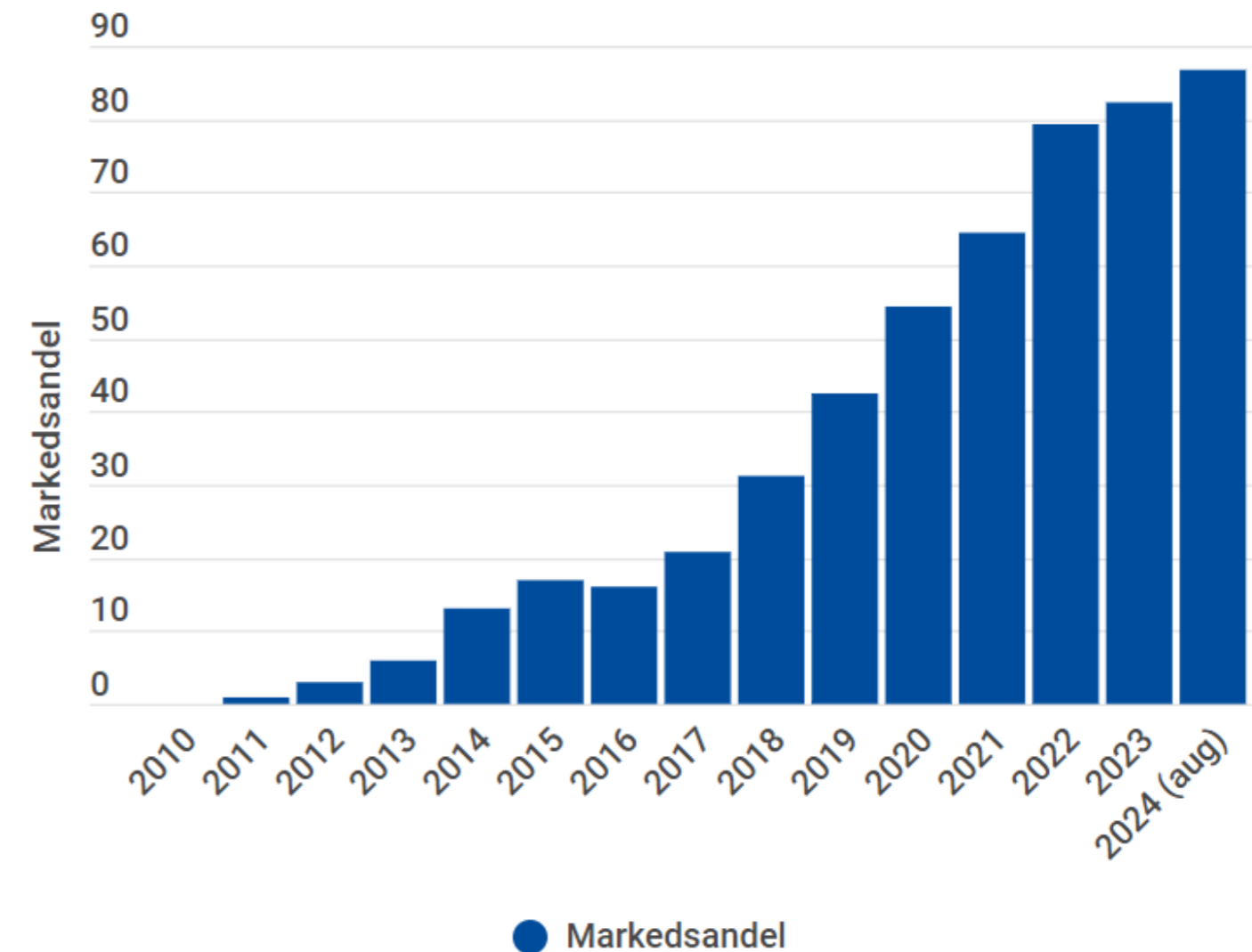
Norway has close to 800 000 Electric Vehicles (EV), 25% of the fleet 90% market share for new EV Passenger cars



Totalt antall registrerte elektriske personbiler, og markedsandel av nybilsalget.

Sist oppdatert 31.08.2024

Kilde: Opplysningsrådet for veitrafikken (www.ofvstatistikk.no)



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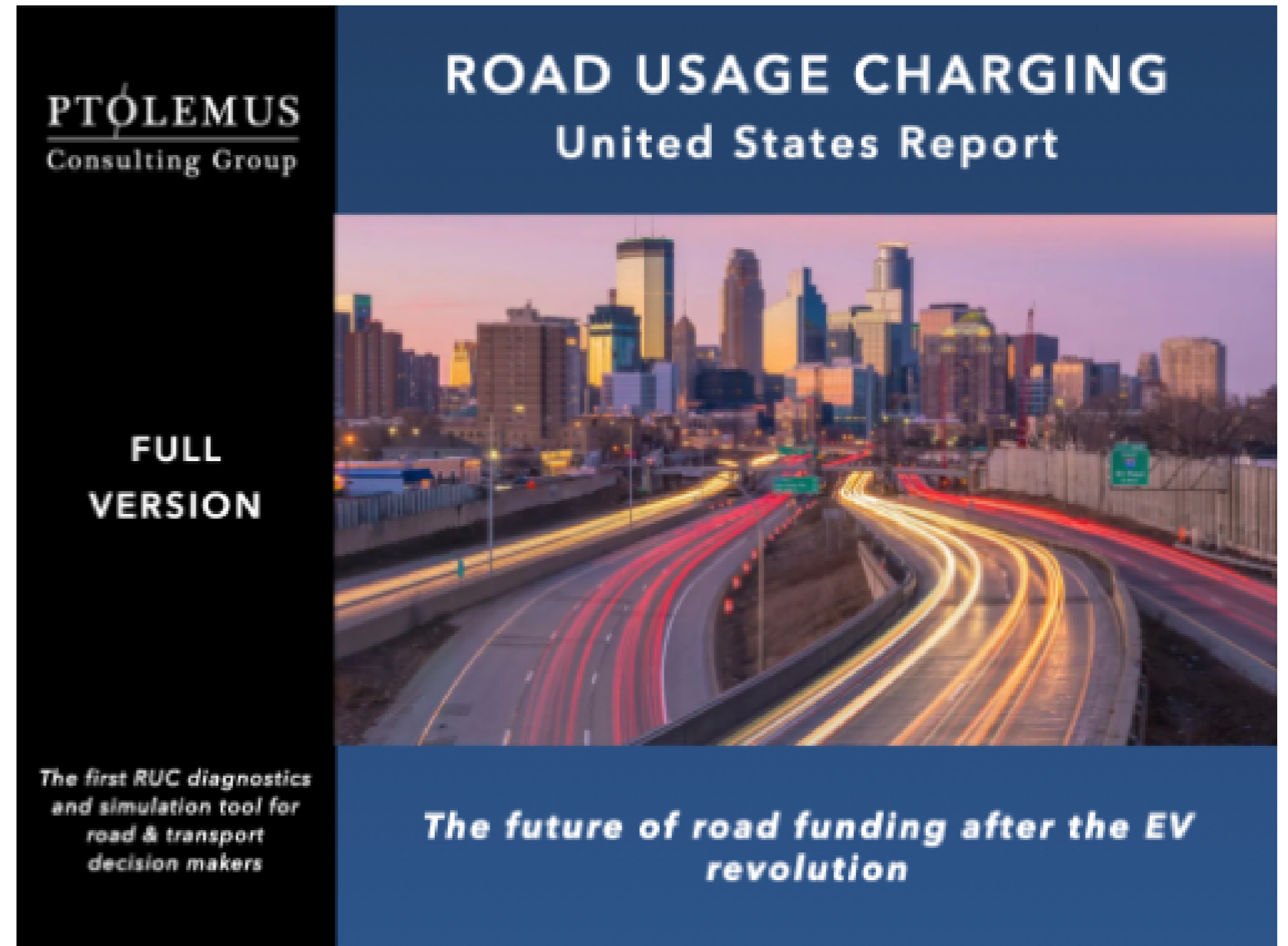
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How will the US fund its roads in the next 10 years?

The motor fuel tax is no longer an effective road funding model. Existing infrastructure financing gaps can only widen with the rise of electric vehicles (EVs). In 2022, battery EV sales reached 5.6% of new car sales. By 2030, they are expected to make up more than 50% of new car sales.

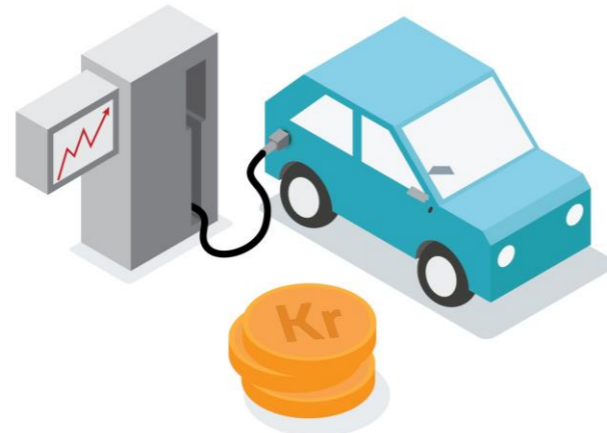
For each EV sold, the government (state & federal) will lose \$3,000 in gas tax revenues over the vehicle's life. Hitting its 2030 EV sales target implies that the government will lose over \$20 billion in revenues in that year alone!



Concept Zero - results in falling tax revenue and increased external cost

Road usage tax

Fossil cars



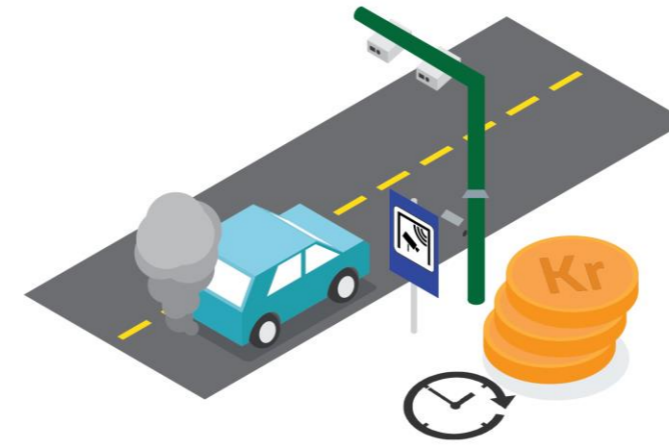
- Fossil cars pay road usage tax when they fill up petrol or diesel

Zero-emission cars

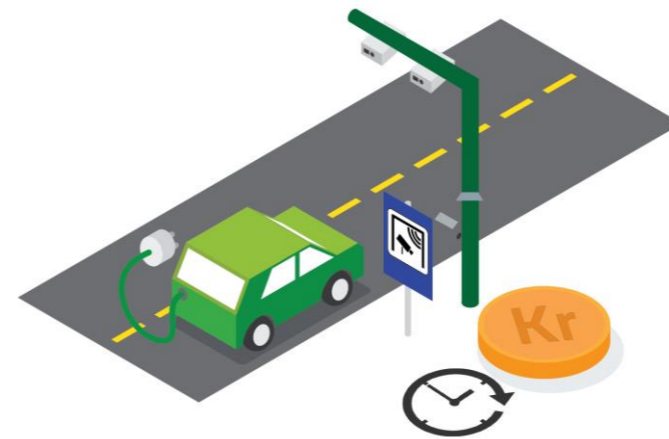


- Zero-emission vehicles do not pay road usage tax to the state

Tolls



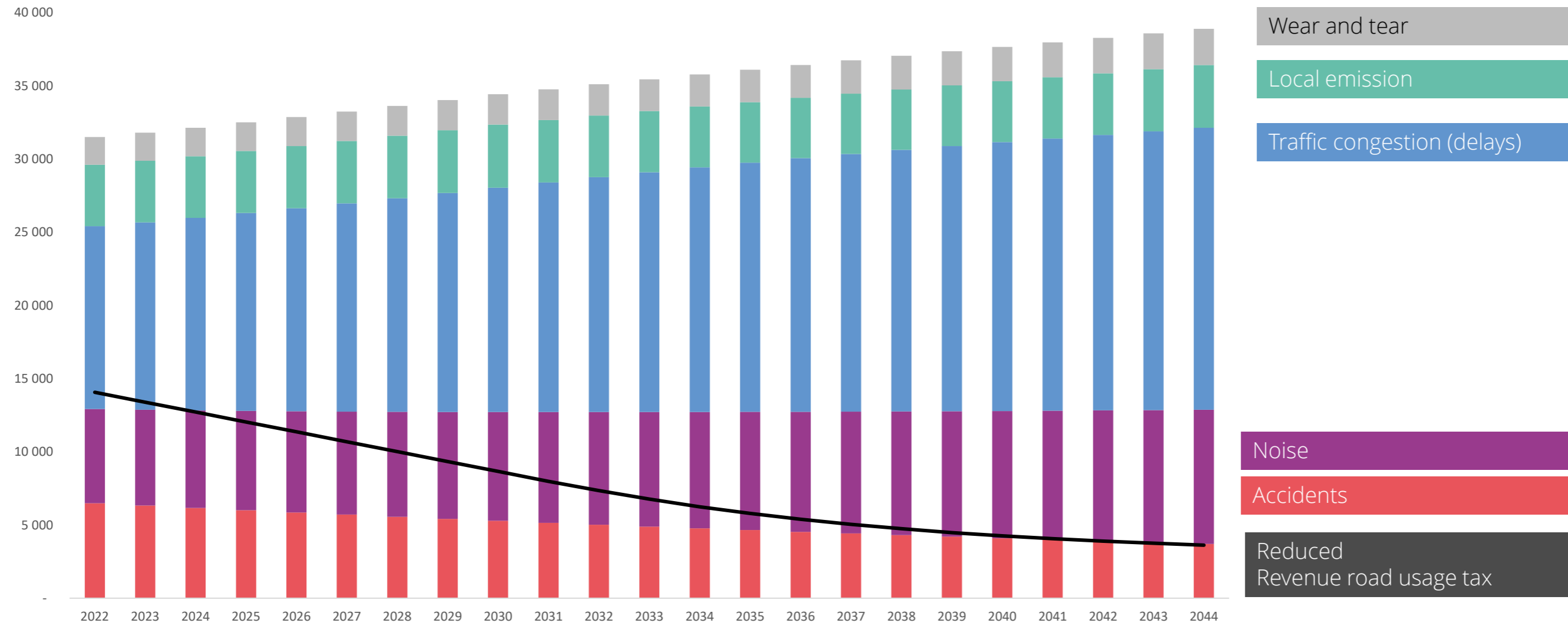
- Fossil cars pay **normal rate** in toll rings and toll projects
- Rush hour tax like today



- Zero-emission vehicles pay **a lower rate** in toll rings and toll projects.

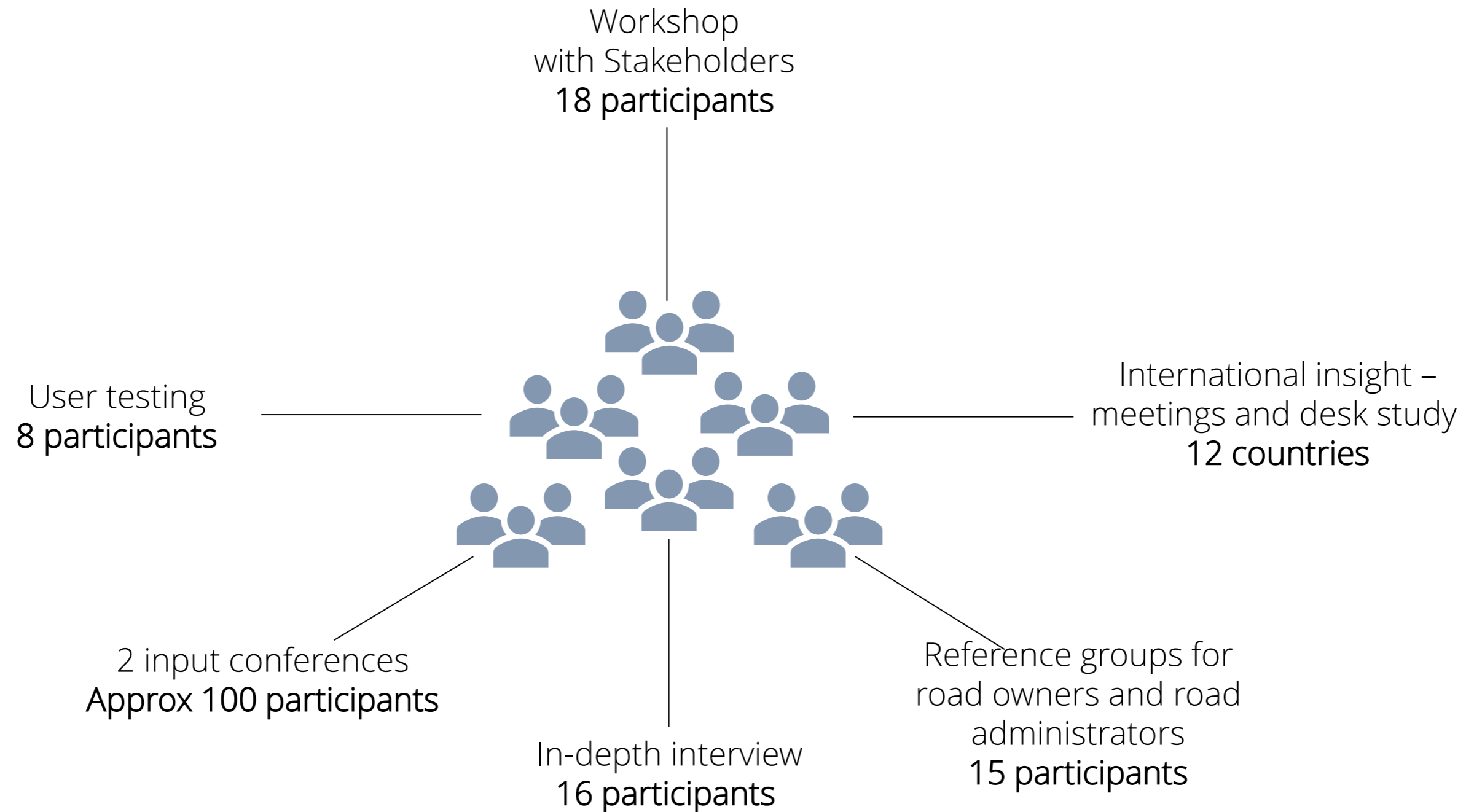
Existing road user tax model results in Increased External costs and Reduced Tax revenue

Mill NOK



Source: Institute of Transport Economy (TOI.NO)

An extensive user insight work was carried out

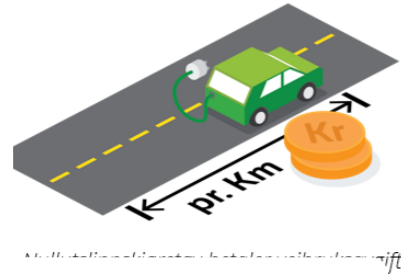
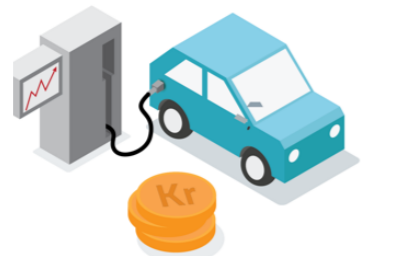


We were in dialogue with around 300 stakeholders!

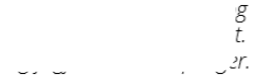
Concept 1

Petrol/Diesel
Electric Vehicles

Road User Charge

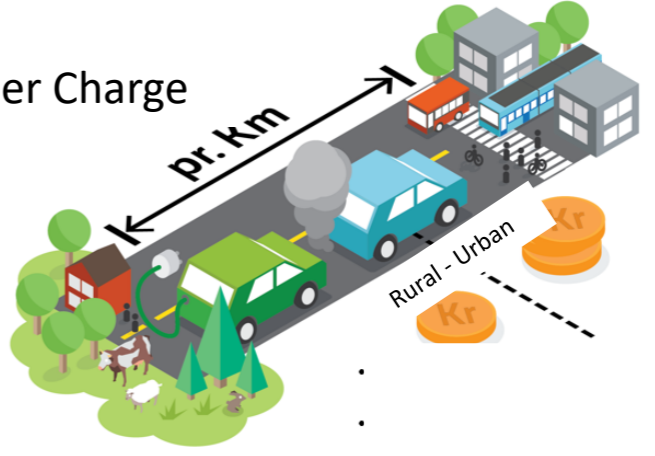


Tolling

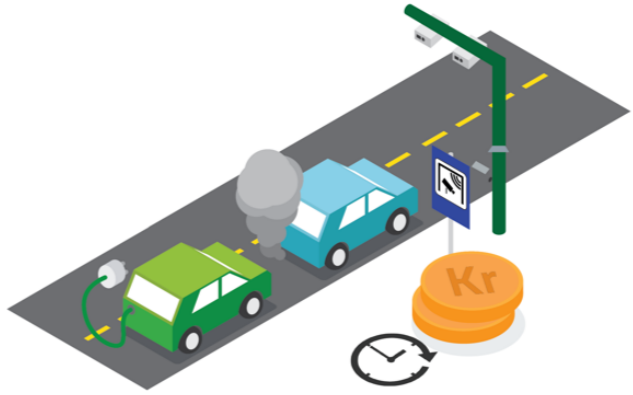


Concept 2

Road User Charge

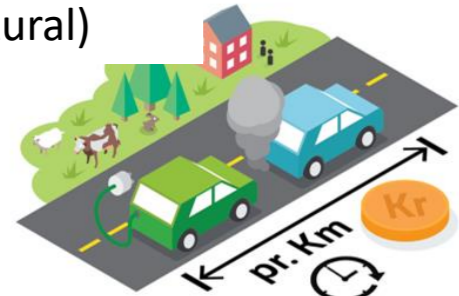


Tolling



Concept 3
Road user
and tolling

Zone 1 (Rural)



Zone 2 (Town)



Zone 2 (Major city Urban)



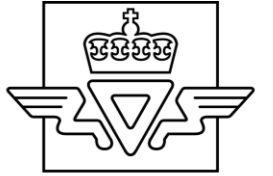
Road User Charge per KM (zone&time)



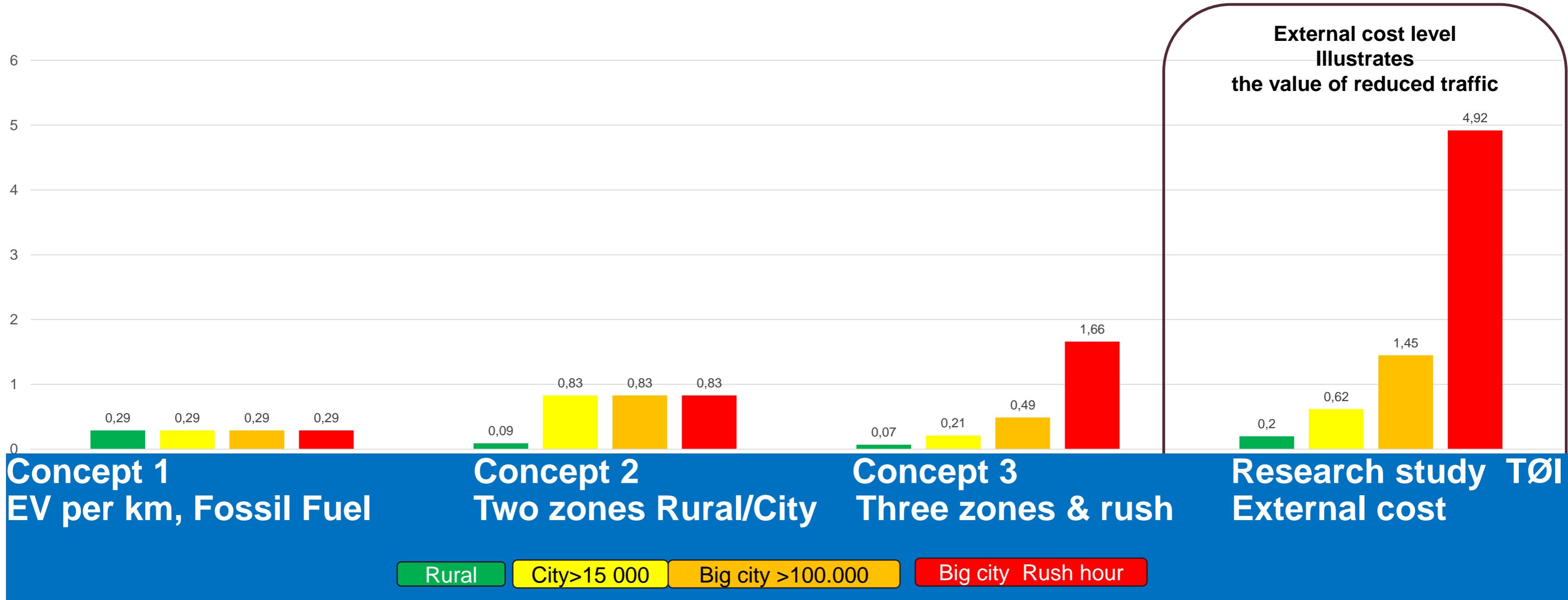


The Norwegian Tax Administration

Concept price models for Road Usage Tax Price in NOK per kilometre various zones



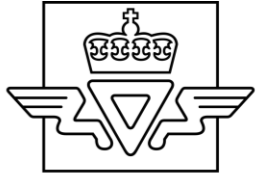
Statens vegvesen



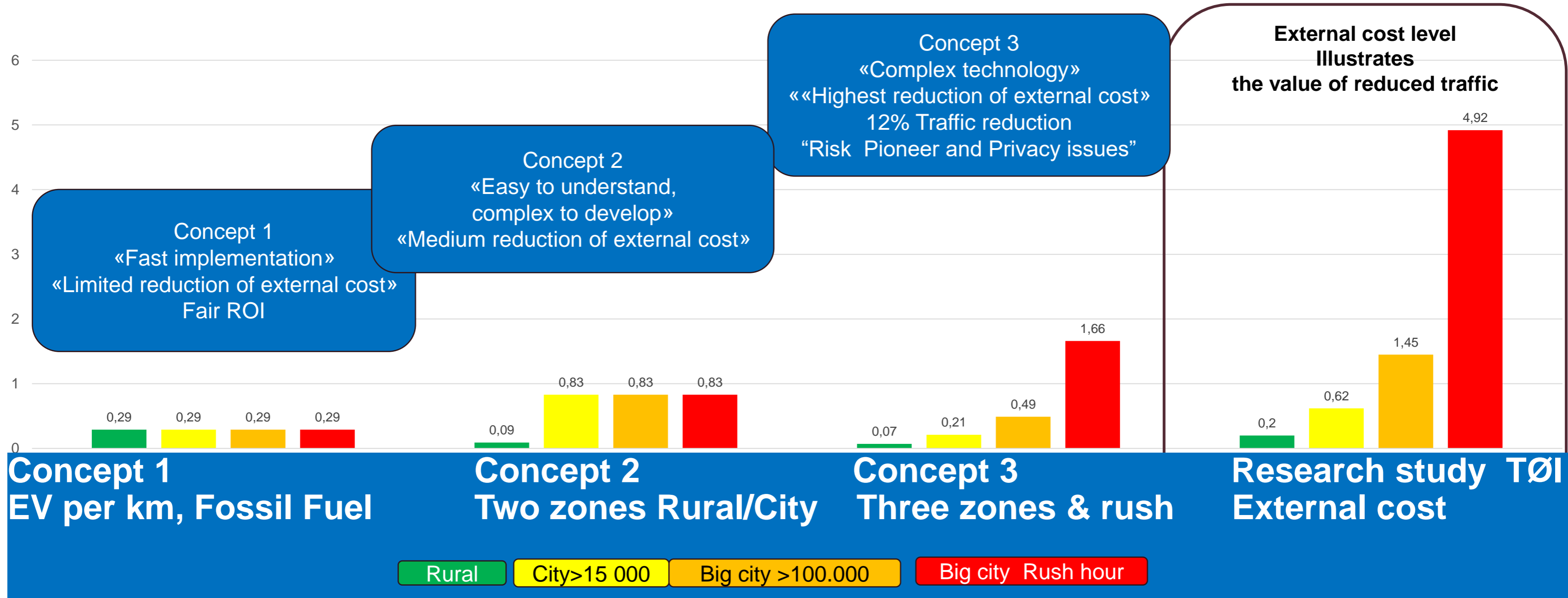


The Norwegian Tax Administration

Concept price models for Road Usage Tax Price in NOK per kilometre various zones

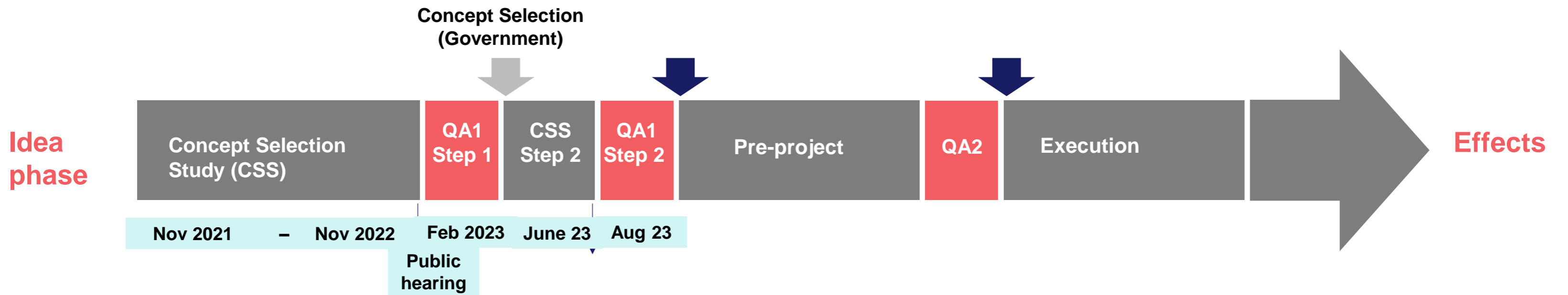


Statens vegvesen



Minister of Finance 4th sept 2023

«Cancel the restructuring of the Road user charging»



Learning

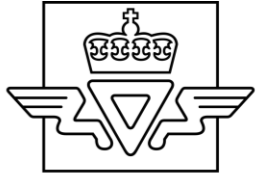
- Involve stakeholders at an early stage
 - Public hearing, 37 support/no comments vs 10 against
- Great value from Research & Development
 - New chip GPS, Sintef, Q-Free, Norw. Publ. Road admin
 - Institute of Transport Economy (TOI) – Traffic analysis
- High interest for the study among other countries





The Norwegian
Tax Administration

Additional information



Statens vegvesen

Søk etter

Statens vegvesen Trafikk Kjøretøy Førerkort Veiprosjekter Fag Om oss Din side

< Trafikk

Konseptvalgutredning for framtidig ordning for veibruksavgift og bompenger

Road Usage Tax and Tolls, Concept Selection Study – Translated Version

The translated sections cover key findings, recommendations, and analysis related to road usage tax and toll charges in Norway. Please note that the translated sections may not encompass the entire report but include significant portions that convey the main ideas and conclusions.

↓ [Road Usage Tax and Tolls - Concept Selection Study Norway \(PDF, 6 MB\)](#)

Aktuelt

[Informasjonsmøte om høringen](#)
05.12.2022

[Utredning om framtidig veibruksavgift og bompenger](#)
23.11.2022

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