Proposals concerning implementation of Road Charging Scheme in the Russian Federation
(under discussion)

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During 1990-2004 motor fleet in Russia has increased 2.6 times, while financing of road sector has decreased almost twice during last 5 years.
Operational condition of federal road network

- Federal roads in total from which:
  - with unsatisfactory strength of pavement
  - with unsatisfactory slickness of pavement
  - with unsatisfactory cohesion characteristics of pavement
  - overloaded road sections
  - “black spots” – sections with concentration of accidents

Source: Rosavtodor, 2006
Share of road network expenditures in Russian GDP, %

Source: Rosavtodor, 2006
Relation of road funding to GDP value in some countries

Source: Rosavtodor, 2006
Prerequisites for implementation of road charging schemes in Russia

- Growth of goods transportation volumes by motor transport and rapid destruction of roads.
- Necessity of road’s quality improvement (first of all – along International Transport Corridors) in conditions of international integration of Russia.
- Shortage of budgetary funds directed into the road sector.
- Difficulty of problem solving by utilization of private investments.

“Global” goal of implementation of road charging schemes in Russia – stage-by-stage transition to direct financing of federal roads operation and development at the expense of motor vehicle’s owners/transport operators.
Common principles of creation of road charging scheme in Russia

- RCS creates at the federal road network.
- RCS applies to motor vehicles which cause maximum noncompensible damage for roads.
- RCS represents non-tax payment for the right to use heavy trucks at federal roads.
- RCS creates on “stage-by-stage” principle.
- Draft on funds which are collected by RCS has a special purpose nature.
- Creation of RCS is not connected with a process of forming in Russia of a network of private toll roads.
Specific features of Russia in respect to creation of RCS

- Considerable extension of federal road network (46,8 th.km).
- Relatively low and irregularly distributed by road network heavy truck’s traffic volume.
- Lack of common and “on-the-fly” supplemented motor vehicle’s data base.
- Weakness of enforcement system.
- Practical absence of motorways.
Requirements to Russian RCS

- Ensuring of maximum “equity” of RCS.
  Realization of “user-pay” principle on the base of real running registration.
- Reasonable (from point of view of user) tariffs/rates.
- Notable increase of road sector income.
- Equal application to Russian and foreign carries.
- Differentiation of rates depending on motor vehicles’ performances.
- Self-repayment of RCS.
- Minimum traffic delays.
- Minimum possibility of avoidance of payment.
- Flexibility and potential for development.
- Possibility of spreading on other types of motor vehicles.
Discussed options of creation of RCS in Russia

✓ “Russian vignette” (“RU-vignette”) – RCS on the base of payment for period of federal road network use (day, week, month, half a year, year).

✓ “Kilometer charging – semi-automatic control” – road network equipped with semi-automatic system of toll collection (with participation of a driver and RCS operators).

✓ “Kilometer charging – automatic control” – road network equipped with automatic system of toll collection (without participation of a driver and RCS operators – like in Austria or Germany).
Proposed option of RCS creation in Russia (experts proposals)

- RCS is applied to Russian and foreign trucks with total mass more than 12t.
- In future in the main part of federal road network it has to be used RCS based on calculation of motor vehicle’s running.
- At the first stage they are simultaneously put in operation:
  * for federal road network as a whole – “RU-vignette”;
  * in the most overloaded sections of federal road network – system of kilometer charging with the use semi-automatic control.
- During the system development:
  * the road network with semi-automatic kilometer charging system will be extended;
  * this charging system will be stage-by-stage replaced by automatic control systems.
Objects for road charging (proposals)

- Heavy trucks with total permissible mass from 12 to 44 tonnes.
- Heavy trucks with total mass more than 44 tonnes are the subject of special permits for each transportation.
- Road charging rate will be differentiated in accordance with a number of motor vehicle’s axes.
- They may be introduced additional levels for road charging rate in connection with motor vehicles’ environmental performances, season or time.
- Motor vehicles belonging to budget and agricultural enterprizers have to be excluded from road charging.
Average calculated road charging rate (under discussion)

0.3 bln. Euros – declared desired amount of dues to compensate lack of budget financing (Rosavtodor, 2003)

104 Euros per vehicle per year - calculated average road charging rate – or 0.0065 Euros per 1 km

Rate of payment is taken as 80%

About 3 mln. trucks with total mass more than 12 t are registered in Russia

About 40 th. foreign trucks with total mass more than 12 t are in the Russian territory during “total nominal year”

About 18% of Federal budget expenses on road network development/main tanance

This corresponds with road charging rates in the least developed countries

This is considerably lower than declared by the Ministry of Transport for private toll roads
Actual state of affairs with implementation of RCS in Russia (to 20.05.06)

- introduction of kilometer charging scheme for heavy trucks (>12 t) moving in federal roads
- transfer of collected money in federal budget
- creation of RCS on concession base
- definition of a list of motorways where automated RCS will be introduced at the first stage (Moscow-St.Peterburg; Moscow-Beylorussian border)