



# ISTEMA REGIONALE E STI ESTERNI DEI TRASPORTI

€cotale  
EXTERNAL COSTS OF TRANSPORT AND LAND EQUALIZATION

*Obiettivi del progetto Ecotale e integrazione delle politiche di  
pianificazione territoriale dei trasporti*

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# INTERREG IVC: PROGRAMME DESCRIPTION

**INTERREG IVC** provides funding for interregional cooperation across Europe. It is implemented under the European Community's territorial co-operation objective and financed through the European Regional Development Fund (ERDF). The Operational Programme was approved in September 2007 and the period for INTERREG IVC will last from 2007-2013.

## **Objectives:**

- to improve the effectiveness of regional policies and instruments through the **exchange of experiences** among partners
- to contribute to the **economic modernisation and competitiveness** of Europe.



# PROJECT DESCRIPTION

**ecotale** External Costs of Transport and Land Equalization

Acronym: **ECOTALE**

Title of the project: External Costs of Transport and Land  
Equalisation

Type of intervention: Regional Initiative Project

Duration:

Start: beginning of January 2012

Closure: end of June 2014

Project focus:

Priority: 2: Environment and risk prevention

Sub-theme: Energy and sustainable transport

Project Budget:

ERDF Funding 1.216.714,59 €

National Public Co-financing 326.948,07 €

TOTAL BUDGET 1.543.662,66 €



# ECOTALE OBJECTIVES

The reduction and/or internalization of the environmental, spatial and social costs caused by the transport sector are policy objectives which have been commonly assumed over the last decades (e.g. Directive 1999/62/EC, Directive 2006/38/EC).

Within a market approach and according to the “polluter pays” principle, internalization is a way toward a **comprehensive payment actually born by the transport users**; in this “classic” vision, this is obtained by means of some additional/side pricing imposed to citizens/enterprises generating road traffic with private vehicles (e.g. road pricing: tolls, vignette, access fees; park pricing, vehicle/fuel taxation).

However, incompleteness in the extent of the application of direct pricing and a missing or only partial link with modal policies, spatial planning and infrastructural decisions lead **to failures of the internalization policies in terms of their ability to reach improvements of the sustainability** of the transport systems over the time.



# ECOTALE OBJECTIVES

To foster the planning and investment approach to transport internalization (i.e. reallocation of public resources in the context of spatial planning, infrastructural decisions and modal policies) it is felt necessary to let available to Regions and Cities a knowledge base created from real experiences and a set of methodological and analytical tools to guide and support plans and policies definition.

Besides transport pricing policies, **planning and investment decisions based on global transport costs are addressed as a “preventive” and more strategic approach to internalization, improving equity and sustainability** of the transport systems.

Therefore, the ECOTALE project aims at integrating the traditional approach based on the “economic” (or market-based) internalization of external costs (i.e. pricing measures) by **introducing criteria and policies for a wider internalization approach considering land use and environmental planning** as well.



# ECOTALE OBJECTIVES

By means of disciplinary and inter-disciplinary approaches, ECOTALE promotes the **exchange, sharing and transfer of policy experience**, knowledge and good practices in the field of the internalization of external cost of transport and in the field of planning and investment decisions based on global transport cost, with regard to all the policy development phases from understanding the problem, to implementing and improving the solution.

ECOTALE will permit to develop and make available **practical Guidelines**, reflecting a spread and innovative perspective for transport costs internalization, with special focus on the **relations between global transport costs and land use planning**. Beside the formulation of policy recommendations, special efforts will be devoted to the **adaptation of the proposed methodologies and procedures to the various national/regional regulatory contexts**, within an overall implementation-oriented approach.



# PROJECT: DESCRIPTION



## THE ECOTALE TEAM: 9 PARTNERS, 7 COUNTRIES

Research Centers



Alma Mater Studiorum  
Università di Bologna (IT)



Aalto University  
Foundation (FI)

Structures with  
specific competencies



Institute for Urban Planning  
and development (FR)



Institute of Logistic and  
Warehousing (PL)



Central Transdanubian  
Nonprofit Comp. (HU)



Thessaloniki Public  
Transport Authority (EL)

Public  
Administrations



Emilia-Romagna Region  
(IT)



Mancomunitat de la Ribera  
Alta (ES)



City of Poznan (PL)



# PROJECT: AIMS AND METHODS

## PROJECT STEPS

START:  
January 2012

NOW:  
December 2013

END:  
June 2014

## THE ECOTALE SUB-OBJECTIVES

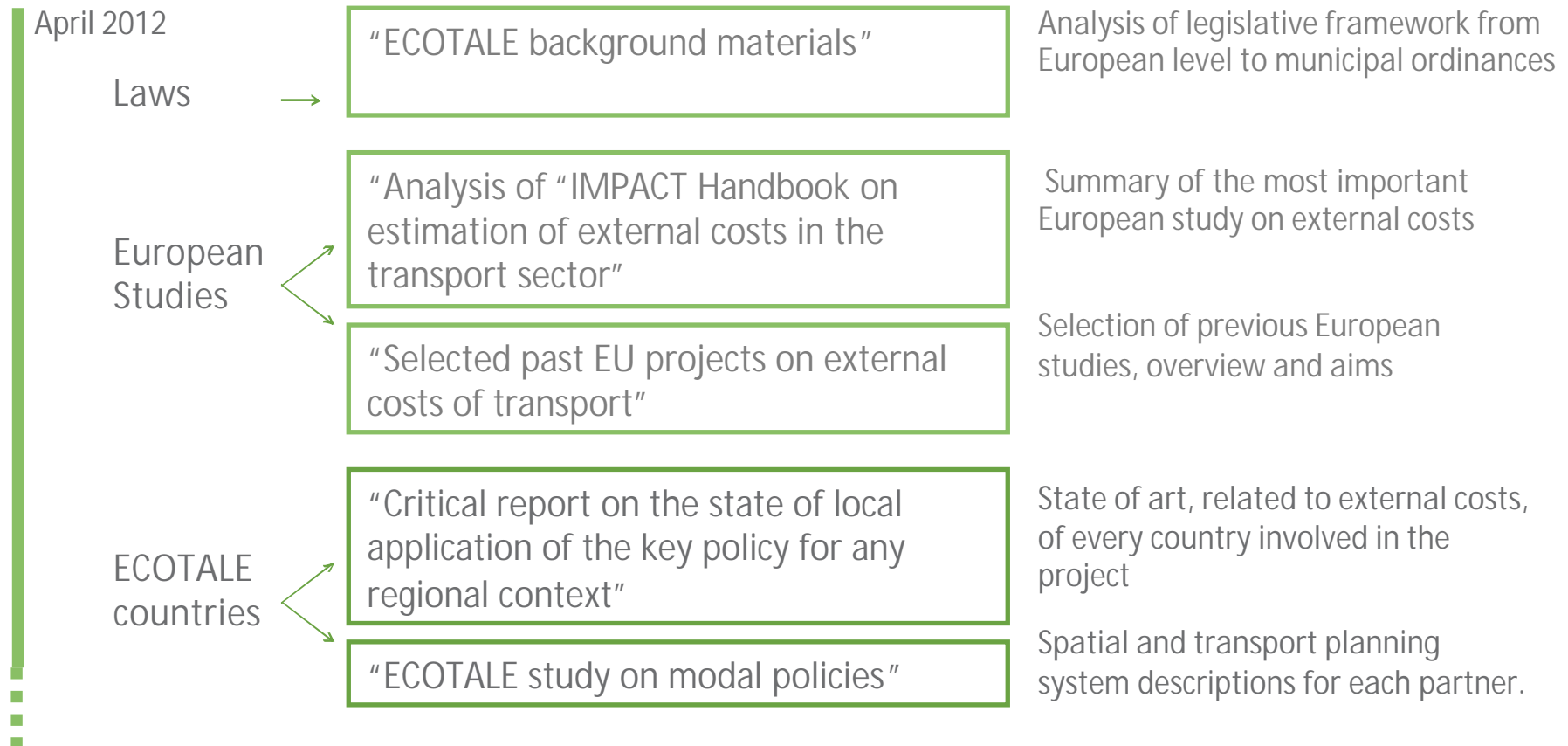
- 1 Establish a network to facilitate the exchange of best practices.
- 2 Identify reference modal policies and best practices through case studies analysis and dialog with leading administrations. On the basis of the best practices analysis, methodological and applicative proposals will be formulated for the internalization of environmental and social costs of transport.
- 3 The application of some of the proposals to site real cases will permit to highlight strengths and weaknesses of process and tools and possibly to review methods and procedures to be included in the final Guidelines
- 4 Develop and make available practical Guidelines reflecting a spreaded and innovative perspective for transport costs internalization. Support for the adaption to the national regulatory contexts will be included in the Guidelines as well.





# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - COGNITIVE PHASE





# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE

Good Practices →

### Good Practices selection criteria

- |                                  |   |  |
|----------------------------------|---|--|
| EXTERNAL COSTS / INTERNALIZATION | § | the policy is explicitly presented and introduced as an internalization measure              |
|                                  | § | though not explicated, the policy acts as an internalization measure                         |
|                                  | § | the policy definition refers to known/perceived external costs                               |
|                                  | § | the case shows estimation of externalities on which the policy measures are based/determined |



# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE



Good  
Practices

### Estimated external costs (categories)

§congestion and scarcity

§accident

§air pollution(human health, building/material damages, nature)

§noise

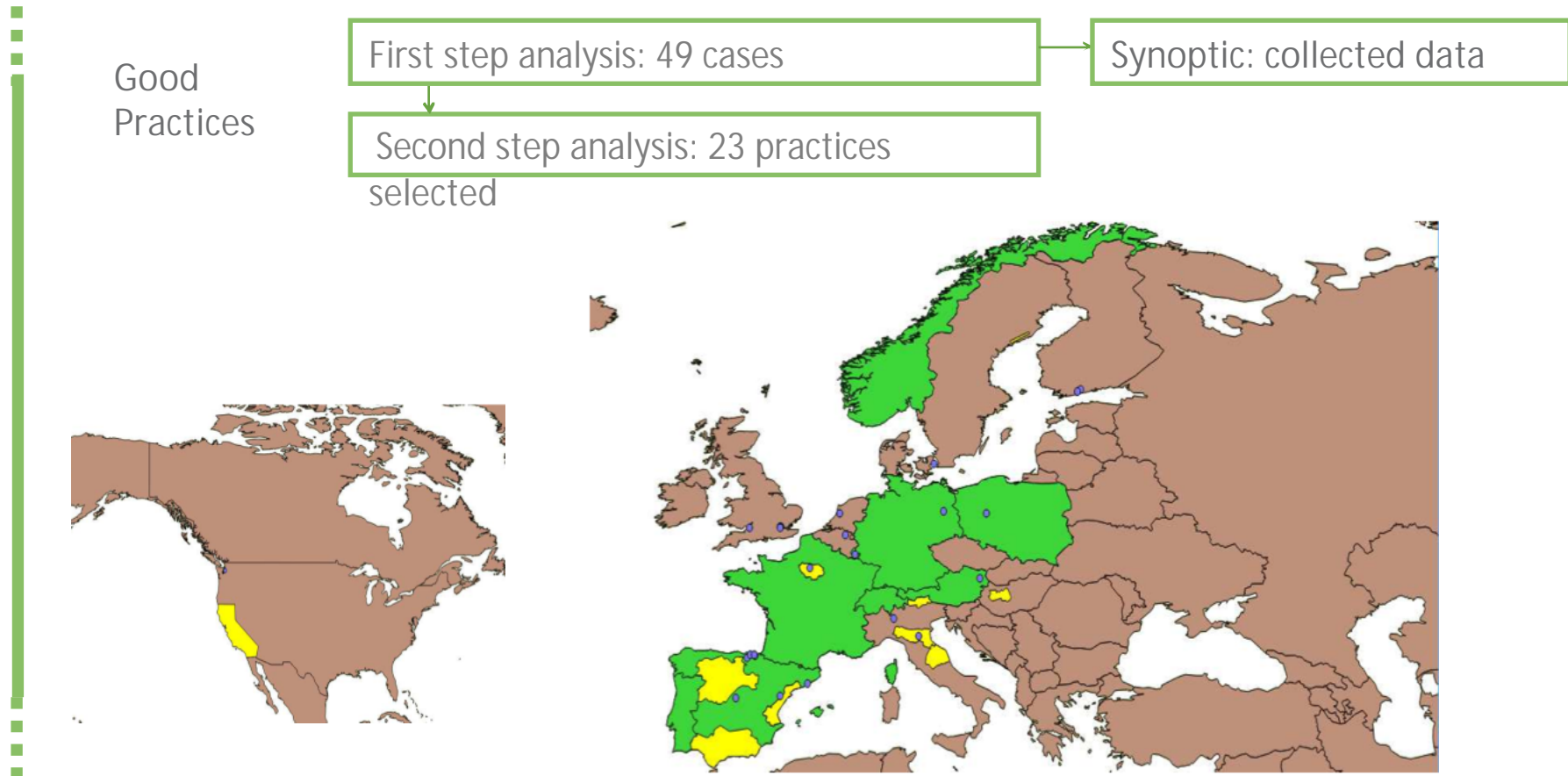
§climate change

§nature and landscape



# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE





# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE

Good  
Practices

Synoptic data: policy topics / policy objectives covered

representation of the spectrum identified during the 1<sup>st</sup> project phase:

- § modal shift,
- § reduction of emissions and effects on climate, natural and urban environment,
- § reduction of traffic/congestion,
- § improvement of health and safety conditions,
- § improve (sectoral) efficiency (e.g. freight, city logistics),
- § reduce consumptions, promote less polluting vehicles,
- § infrastructure funding,
- § optimize commuting,
- § promote behavioural change



# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE

Good  
Practices

Target subjects of the policy/measure

- § lower level public administrations (regional governments, municipalities, ...)
- § transport network/services operators
- § manufactures (e.g. car industry)
- § fuel producers/distributors
- § transport vehicles owners (specify vehicle type/s)
- § transport users (specify category/ies)
- § citizens (wide community)



# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE



Good  
Practices

Synoptic data: (internalization) financial means

financial means
tolls / user fees
taxes
Subsidies
reductions/exemptions/differentiations
other means



# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE

Good  
Practices

Synoptic data: analytical/parametric determination of charges/subsidies/exemptions

§ in [19] cases charges or subsidies determined on analytical base (statistics and/or accountancies and/or surveys and/or estimations; definition of specific parameters, demand-related values...)

Synoptic data: integration in planning strategies / modal policy frame

§ in [24] cases the measure is introduced in the frame of a transport planning strategy





# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE

Good  
Practices

Synoptic data: income earmarking/destination

§ in [18] cases pricing incomes are destined and legally bound to specific actions in consistency with the transport strategy

Synoptic data: expected and actual effects (monitoring)

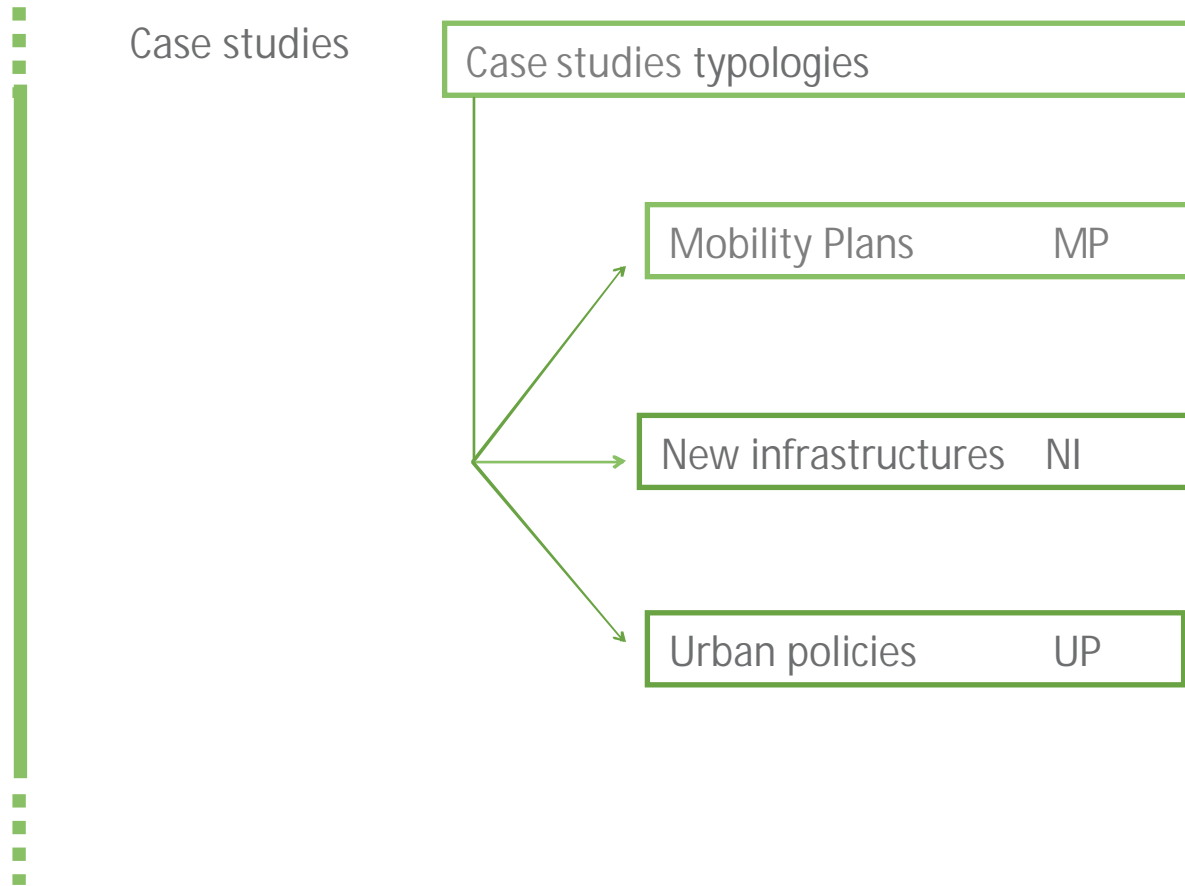
§ in [12] cases monitoring and evaluation of the effects of the (pricing) measure are foreseen;

§ in many cases, there is significant information to evaluate the effectiveness of the measure with respect to its intended and stated policy objectives;



# PROJECT: OUTPUTS

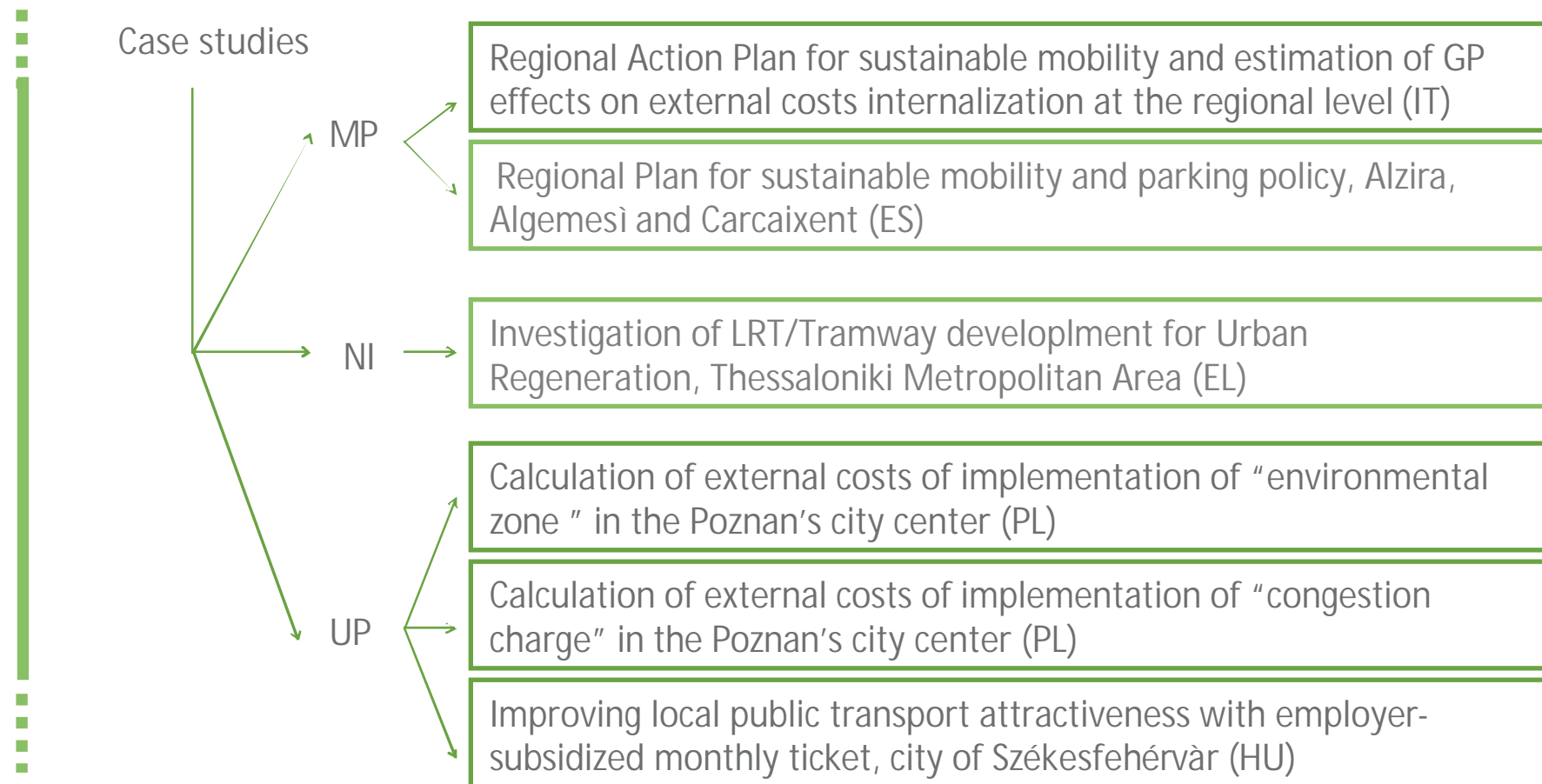
## THE ECOTALE OUTPUT - RESEARCH PHASE





# PROJECT: OUTPUTS

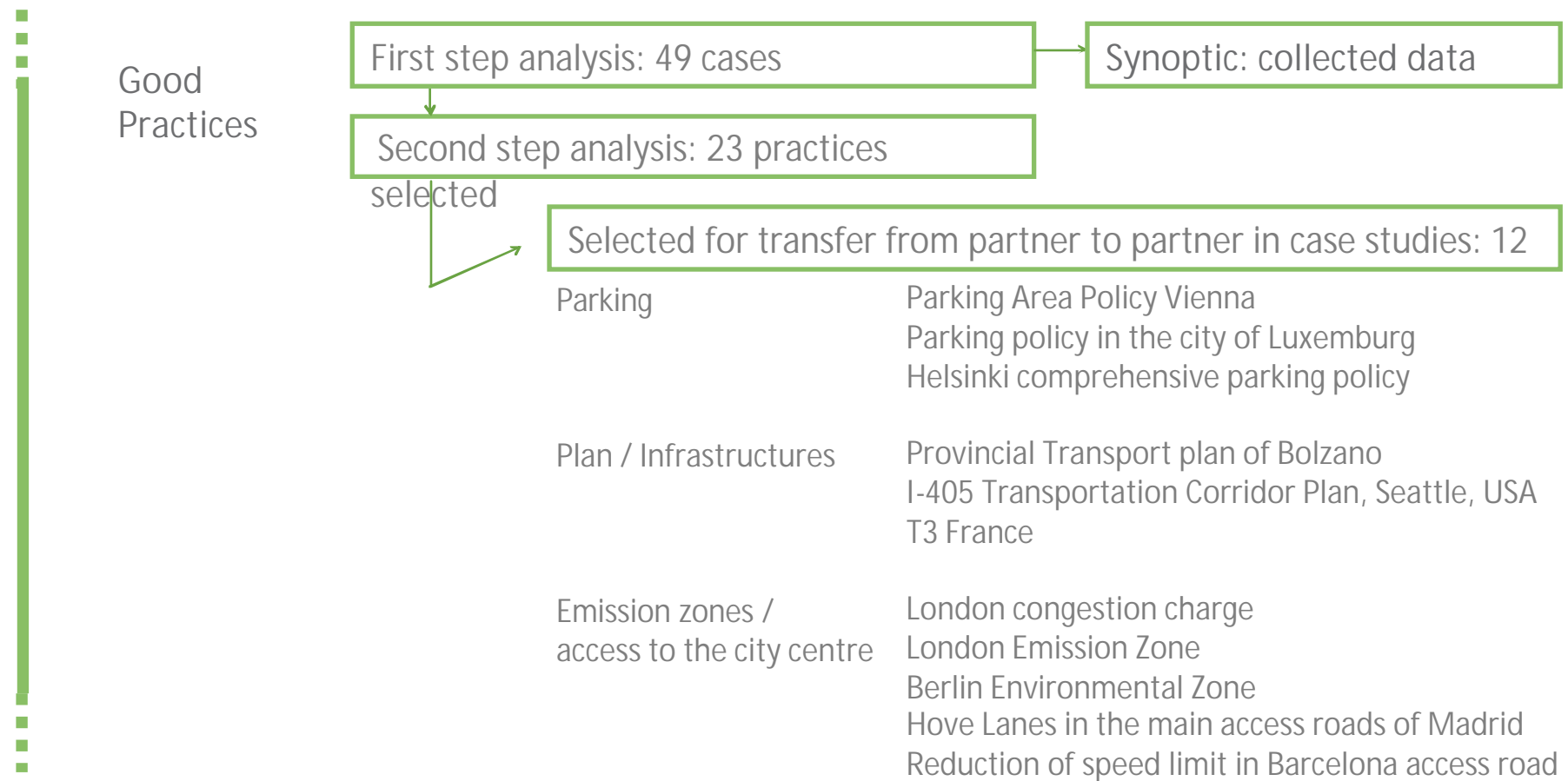
## THE ECOTALE OUTPUT - RESEARCH PHASE





# PROJECT: OUTPUTS

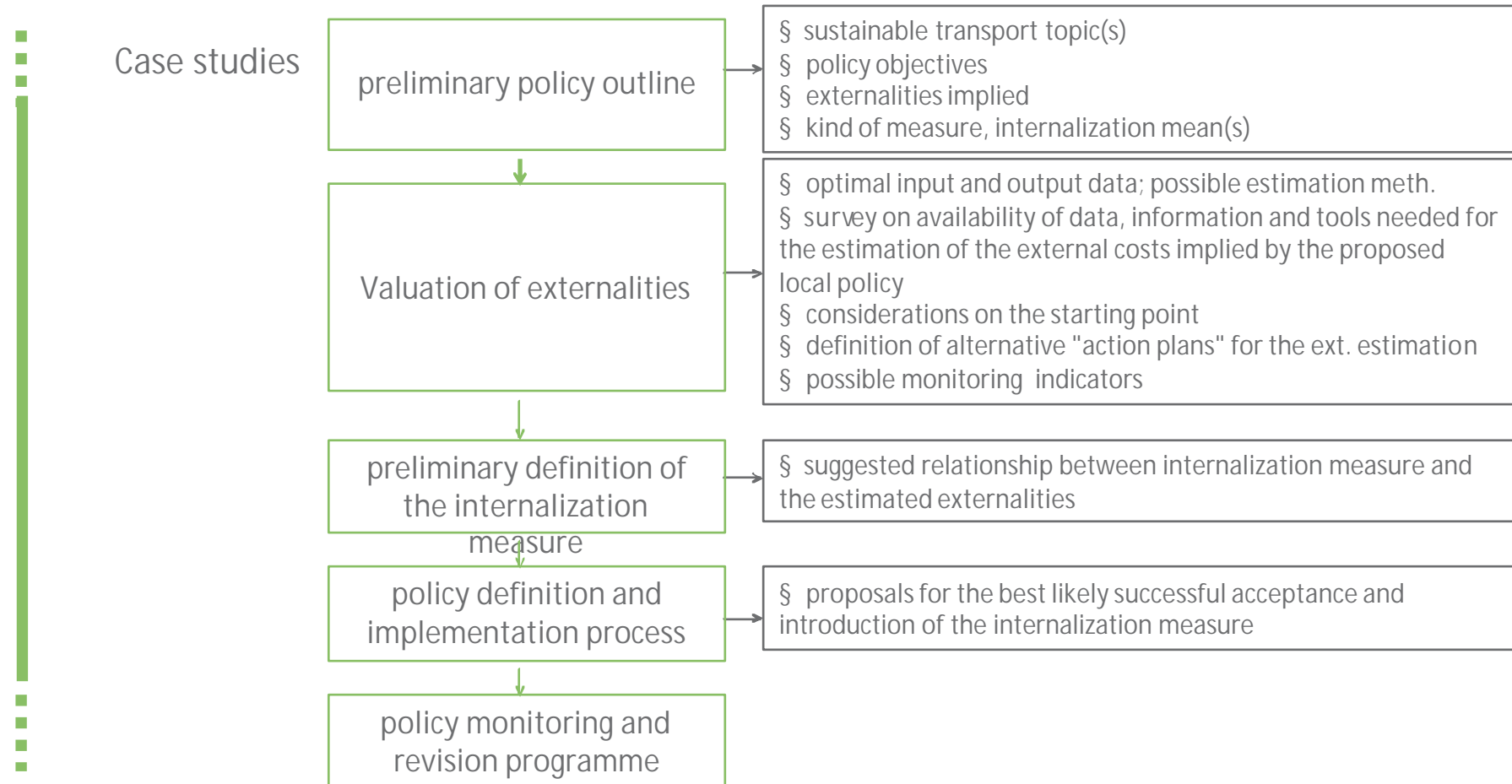
## THE ECOTALE OUTPUT - RESEARCH PHASE





# PROJECT: OUTPUTS

## THE ECOTALE OUTPUT - RESEARCH PHASE





# PROJECT: OUTPUTS

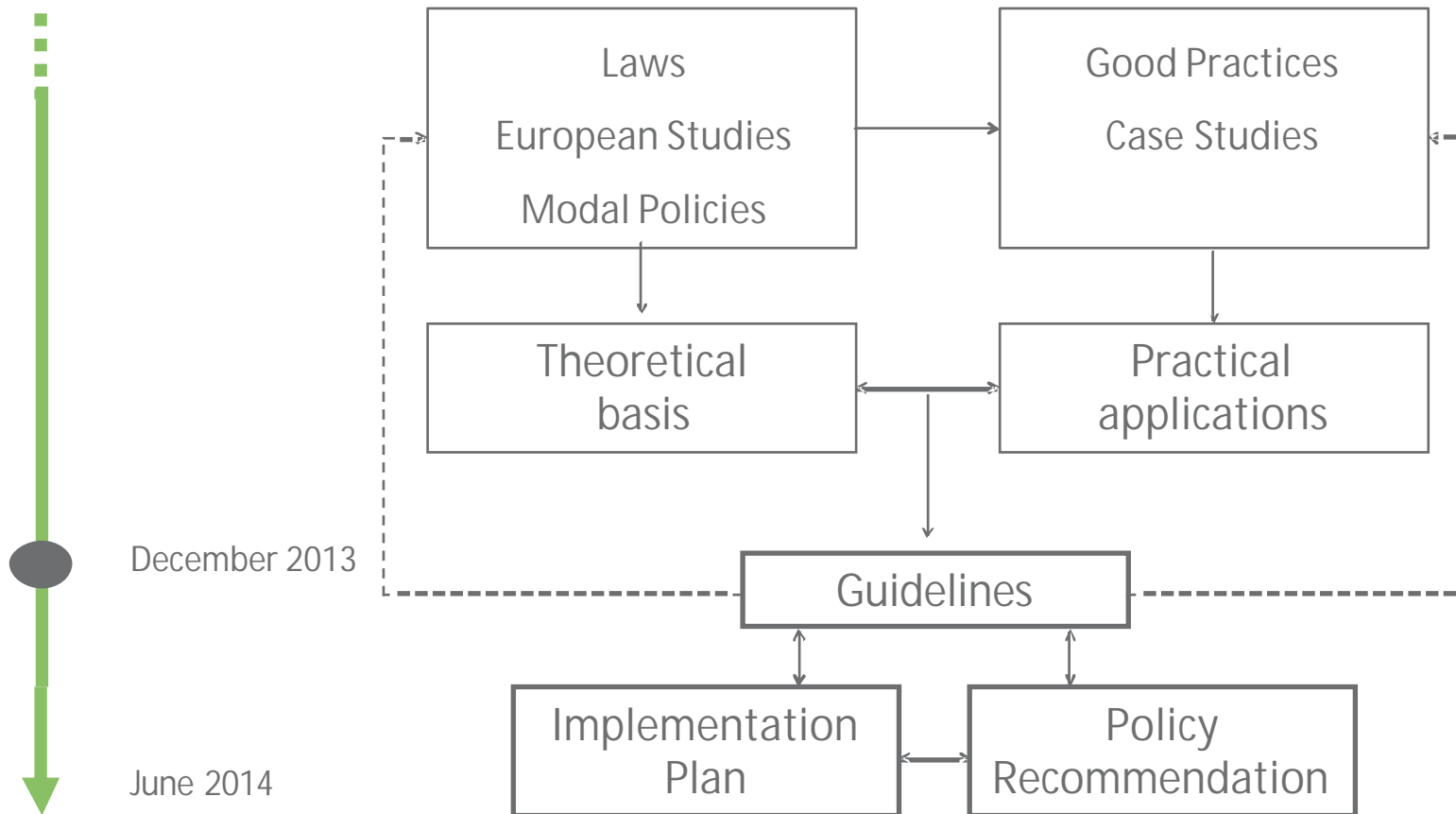
## THE ECOTALE OUTPUT - RESEARCH PHASE

Guidelines	Technical and procedural measures for the internalization of global costs of transport
	Special focus on the relations between global transport costs and land use planning
Policy Recommendations	Adapting the regional normative to context to the proposed tools
Implementation Plan	Integrating the lessons learnt from the project to the regional context
	Attention to local and regional administration, technicians and professionals acting in the field of transport, regional and urban planning



# PROJECT: OUTPUT AND SYNTHESIS

## THE ECOTALE OUTPUT - RESEARCH PHASE





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