

Abstract

Performance pricing of road infrastructure is considered a tool of transport policy that effectively deals with some problems of transport system. Mostly, performance pricing is being connected with financing of construction and maintenance of road infrastructure. According to theory and literature, this tool can be effective even in other fields of transport system. Performance pricing can effectively lower the negative effects of road transport through limiting the road traffic and shifting transport volumes to other transport modes. All depends on the settings of this tool.

Performance pricing has long tradition in some European countries. Number of countries in Europe has utilized the performance pricing, mostly because of the need for financing the construction and maintenance of road infrastructure. This thesis tries to find connections and characterize impacts of performance pricing on transport system in countries of EU and Switzerland. It tries to find the answer to the question: "Does the performance pricing signify on the differences of characteristics of transport system between countries in EU and Switzerland?" This thesis tries to find the coherence between the characteristics of performance pricing and characteristics of transport systems of subjected countries. Characteristics in focus include infrastructure characteristics, infrastructure investment and performance in freight transport.

Output of cluster analysis offers categorization of countries, based on characteristics of performance pricing of road infrastructure. Interesting finding is, that consequent groups of countries result in compact geographical areas. According to categorization, significant differences were found between countries with long tradition in performance pricing and countries without existing performance pricing. Subsequent correlation analysis found some significant positive relationships between characteristics of performance pricing and infrastructure characteristics and investment in these countries. Relationship between performance pricing and freight transport performance was not proven. Regression analysis draw closer look to these relationships and supports previous findings. Transport system is influenced by many other factors; therefore these findings are comprehensive enough.

Keywords: performance road pricing, transport policy, marginal cost, externalities, structure of transport system, infrastructure, investment, freight transport