

Global economy battles with an increasing size of road traffic in the long term. According to long term predictions this trend will continue in the future.

Along with increasing volume of road traffic it also grows the interest of states to gain financial resources out of it. Construction and administration of road infrastructure is behind state interests for quite a long time. Consequences are clear: traffic jams, accidents and environmental pollution. One of the ways out of this problem is the open road tolling – an automatic way of collecting fees.

This thesis describes possibilities of road infrastructure tolling, European Union's attitude to this phenomenon and experiences from Europe. Then it deals with a theoretical model of road infrastructure tolling and the toll level setting. Next chapters focus on concrete tolling projects in Czech Republic and Chile. Last chapter compares these two experiences.