

Road Pricing for Luxembourg

Should Luxembourg introduce road user charges?

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Abstract

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1 Introduction

1.1 Reasons for choice

Road pricing is a personal interest of mine. Since I am an avid cyclist, I dislike overly congested streets. They pollute the air and waste many people's time.

1.2 Outline

- Reasons for road pricing
 - Traffic jams
 - Accidents
 - Pollution
 - Government income
- Probe elasticity of automobile usage in Luxembourg
- Explore changes in behaviour as a result of road pricing
 - Impact on traffic jams
 - Impact on accidents
 - Impact on pollution
- Explore impact on individual social classes
- Will a congestion charge increase social inequality?
- Complications and issues to be resolved
 - Will delivery services be exempt from the tax?
 - Compare to other cities
 - Costs vs benefits
 - What methods to use to enable and enforce charges?
 - Political viability and public opinion
 - Impact of the “frontaliers”

1.3 Hypothesis

- Introducing a road user charge will have an overall positive outcome due to it decreasing automobile use, thus decreasing negative factors such as pollution and time waste through traffic jams

2 Road Pricing - Literature Review

2.1 A brief History of Road Pricing

First road pricing scheme in Singapore ~[3]

2.2 The Current State of Road Pricing

2.2.1 Globally

- Cities that have implemented road pricing:
 - London
 - Stockholm
 - Singapore
 - Milan

2.2.2 In Luxembourg

- Traffic jams
- Accidents
- Pollution

3 Data

549379 vehicles in luxembourg as of february 2019 [2]

4 Results

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5 Discussion

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6 Conclusion

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7 References

References

- [1] Khan Academy. Macroeconomics.
- [2] Le Gouvernement du Grand-Duché du Luxembourg. Types de véhicules par localité.
- [3] Singapore Land Transport Authority. A world class land transport system. In *White paper presented to Parliament*, volume 2, 1996.

8 RPPF