

## Povzetek

Analiza izhaja iz predpostavke, da bi prehodno obdobje do uveljavitve sistema elektronskega cestninjenja v prostem prometnem toku znašalo dve leti, tako da bi vinjete veljale v letih 2006 in 2007. Z vinjetami bi morali zbrati enako vsoto prihodkov, kot bi jih po oceni sicer s cestninami. Zato smo se pri analizi osredotočili zlasti na primerjavo stroškov. Razporsko ovrednotenje stroškov uvajanja vinjet, v primerjavi z ohranitvijo in nadaljnjim razvojem obstoječega cestninskega sistema, je pokazalo, da bi bili celotni stroški z njihovim uvajanjem za okoli 10 % višji od stroškov pri sedanjem sistemu, ko upoštevamo povprečne razporske ocene. Negotovost glede stroškov se kaže v razponu med minimalnimi in maksimalnimi stroški, ki je pri vinjeti skoraj trikrat večji kot pri obstoječem sistemu, kar pomeni, da je uvajanje vinjet precej tvegano. Potrebno je tudi upoštevati, da je vprašanje ustreznosti uvajanja vinjet širše od preproste primerjave stroškov, saj je treba vzeti v obzir tudi številne prednosti in slabosti obeh sistemov, ki niso ekonomsko merljive. Več tovrstnih argumentov govori proti uvedbi vinjet (ni spoštovano načelo »uporabnik plača«, spodbuja se povečevanje obsega prevozov in podobno). Glede na vse navedeno ocenjujemo, da uvedba vinjet za prehodno obdobje ni ekonomsko upravičena.

**Ključne besede:** vinjete, cestninjenje, primerjava stroškov, cene vinjet, distribucija vinjetnih prilivov, elastičnost povpraševanja po vožnji po avtocesti

## Summary

The analysis is based on the assumption of a two-year transitional period prior to the installation of the free-flow electronic toll system, during which toll stickers ('vignettes') would be in use (in 2006 and 2007). Toll sticker revenue would have to equal the estimated revenue that would alternatively be generated by collecting road tolls. Therefore, the analysis mainly focuses on a comparison of costs. The estimated cost of introducing vignettes, assessing the range between minimum and maximum costs, have shown that the total costs of the toll sticker system would be around 10% higher than the costs of the current system, taking into account the average minimum-maximum range estimates. The uncertainty related to costs applies to the difference between the minimum and maximum costs, which is almost three times bigger in the toll sticker system than in the present one, indicating that the installation of vignettes entails considerable risk. Further, the appropriateness of launching toll stickers is an issue extending beyond a simple cost comparison requiring the careful consideration of a number of other advantages and disadvantages of both systems that are not economically measurable. Several arguments of this kind speak against the launching of vignettes (the 'user-pays principle' is not adhered to, increased transport volumes are encouraged, etc.). In view of the points made above we estimate that the introduction of toll stickers for a transitional period is not economically justified.

**Key words:** toll stickers, road pricing, cost comparison, toll-sticker prices, distribution of toll-sticker inflows, price elasticity of driving (on highways)