

Основной недостаток финансирования транспорта

Андраш Лукач

Рабочая Группа по Чистому Воздуху (РГЧВ, Венгрия)

«За климатически чистый городской транспорт»

Будапешт, 09.2023

Общественный баланс дорожного и железнодорожного движения в Венгрии

Исследование Института Транспортных Наук
и Рабочей Группы за Чистый Воздух



In English:

http://www.levego.hu/sites/default/files/social_balance_transport_hungary_20110131.pdf

Баланс государственного бюджета транспорта в 2006 году в Венгрии

	Дорожный транспорт				Железнодорожный транспорт		
	Общая сумма	Авто-мобили	Грузо-вики	Междуг. автобус	Общая сумма	Пасса-жирский	Грузо-вой
Государственные доходы (млрд HUF)	790,8	540,6	230,1	12,6	1,0	0,6	0,4
Непосредственные государственные расходы (млрд HUF)	1034,9	547,9	358,5	92,5	183,9	142,0	41,9
Внешние факторы (млрд HUF)	-1307,8	-737,1	-364,3	-14,4	-26,8	-21,6	-5,1
Другие факторы искажения рынка (уклонение от налогов, оптимизация налогов и т.д.) (млрд HUF)	-1513,1	-1237	-276,1	0	0	0	0
Баланс бюджета государства (млрд HUF)	-3313	-2229	-769	-94,3	-209	-163	-47
Количество транспорта (миллион пкм, ткм)		39290,0	36887,0	11784,0		9584,0	10167,0
Удельный государственный баланс (HUF/пкм, HUF/ткм)		-56,7	-20,8	-8,0		-17,0	-4,6

Внешние затраты на транспорт в Венгрии в 2006 г. (миллиардов HUF)

	Дорожный транспорт				Железнодорожный транспорт		
	Сумма	Авто-мобили	Грузо-вики	Междугор. автобусы	Сумма	Пасса-жирский	Грузо-вой
Парниковые газы	61,7	33,8	26,7	1,2	1,8	1,5	0,3
Другие загрязнители воздуха	171,7	58,6	108,5	4,5	2,9	1,7	1,3
Шум	41,2	15,6	25,6	0,0	1,1	0,8	0,4
Загрязнение воды и почвы	15,7	6,4	8,4	0,9	0,1	0,0	0,0
Землепользование и фрагментация природных территорий	22,4	16,4	5,7	0,3	10,8	10,1	0,6
Заторы и другие городские эффекты	148,9	94,3	54,7	0,1	0,5	0,3	0,2
Энергетическая зависимость	88,7	50,5	36,6	1,6	2,5	2,0	0,5
Предшествующие и последующие эффекты	72,5	43,6	27,8	1,1	1,2	0,7	0,5
Парковка	20,0	20,0	0,0	0,0	0,0	0,0	0,0
Аварии	665,0	397,9	70,3	4,7	5,9	4,5	1,3
Общие внешние затраты	-1307,8	-737,1	-364,3	-14,4	-26,8	-21,6	-5,1
Расширенный баланс государства	-1551,9	-744,4	-492,7	-94,3	-209,7	-163,0	-46,6
Расширенный удельный баланс (HUF/пкм, HUF/ткм)		-18,9	-13,4	-8,0		-17,0	-4,6

Полный баланс государственного бюджета по дорожному и железнодорожному транспорту в Венгрии в 2006 г.

	Дорожный транспорт				Железнодорожный транспорт		
	Общая сумма	Автомобили	Грузовики	Междуг. автобус	Общая сумма	Пассажирский	Грузовой
Полный баланс (млрд HUF)	-3313	-2229	-769	-94	-209	-163	-47
Полный баланс (% ВВП)	13,6	9,2	3,2	0,4	0,9	0,7	0,2

ВВП в 2006:
HUF 24 300 миллиарда

The social balance of road and rail transport in Hungary. Study commissioned by the Ministry of Economy and Transport, 2008. Calculations by the Clean Air Action Group

Внешняя стоимость транспорта

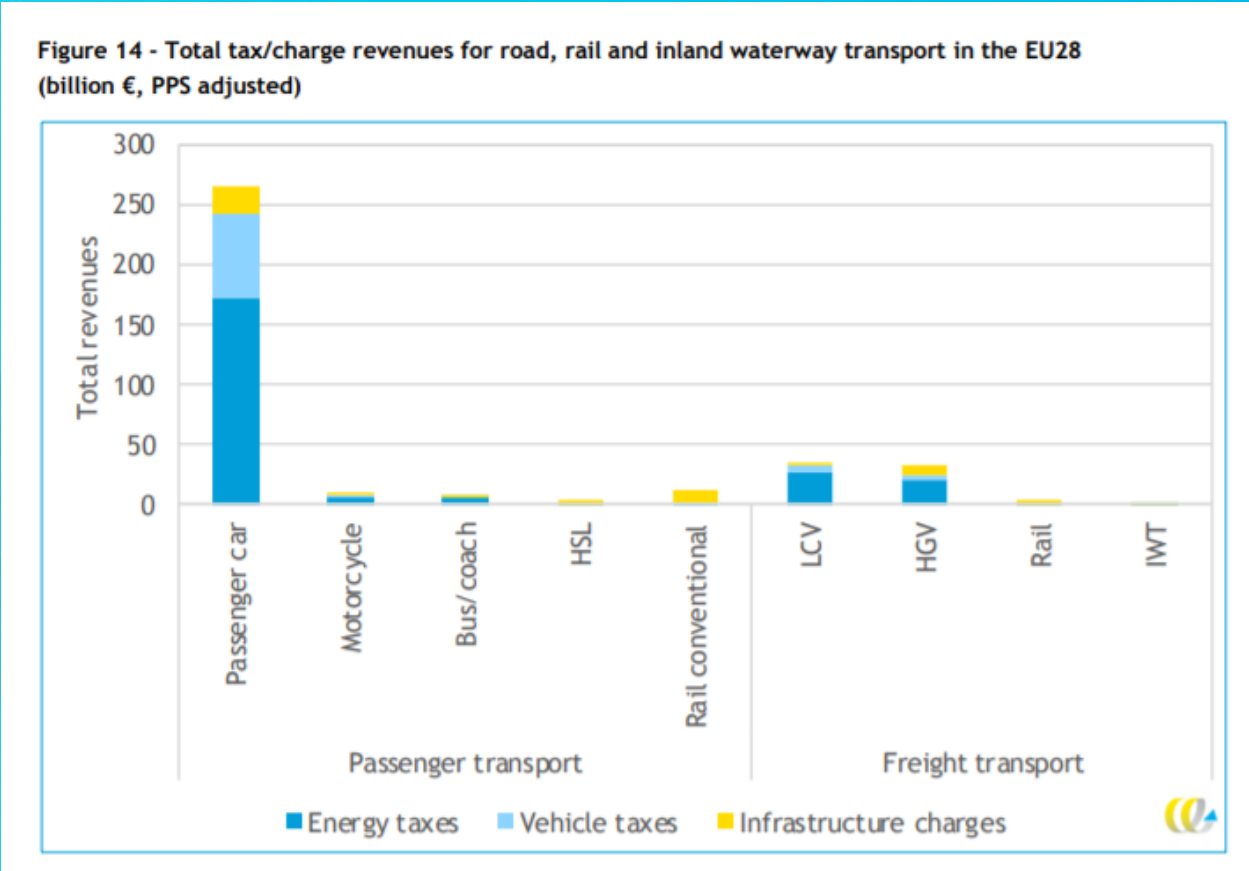


The screenshot shows the top navigation bar of the European Commission website. It includes the European Commission logo, a language selector set to 'English', and a search bar. Below the navigation bar is a dark blue header with the text 'Mobility and Transport'. A secondary navigation bar contains links for 'Home', 'Ukraine', 'Transport modes', 'Transport themes', 'News & Events', 'Facts & Funding', and 'About'. The breadcrumb trail reads: 'European Commission > HOME > Transport themes > Sustainable transport > Internalisation of transport external costs'. The main heading is 'Internalisation of transport external costs'. The introductory text states: 'Transport activities give rise to environmental impacts and accidents. The internalisation of external costs means making such effects part of the decision-making process of transport users.' A sub-heading 'Internalisation of external costs strategy' is followed by a paragraph: 'In 2006, the European Parliament asked the Commission to present "a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges". Furthermore, "this model shall be accompanied by an impact analysis of the internalisation of external costs for all modes of transport and a strategy for a stepwise implementation of the model for all modes of transport". This request was included in the Directive on the charging of Heavy Goods Vehicles in the EU ("Eurovignette" Directive). Work was organised in the following manner:' A bulleted list follows:

- **First of all, it is crucial to be able to estimate external costs.** By definition, external costs are not borne by those who create them. But, in order to get an idea of the magnitude of these costs, it is important to assess their impact and to monetise it. This work led to a Handbook on the estimation of external costs in the transport sector.
- **Second, a broad internet consultation has been carried out.** The objective of the consultation was to get feedback on the general principle of internalisation and on the various policy options. The consultation ended in December 2007 and the Commission presented its main findings at a high-level stakeholder conference on 31 January 2008.

https://transport.ec.europa.eu/transport-themes/sustainable-transport/internalisation-transport-external-costs_en

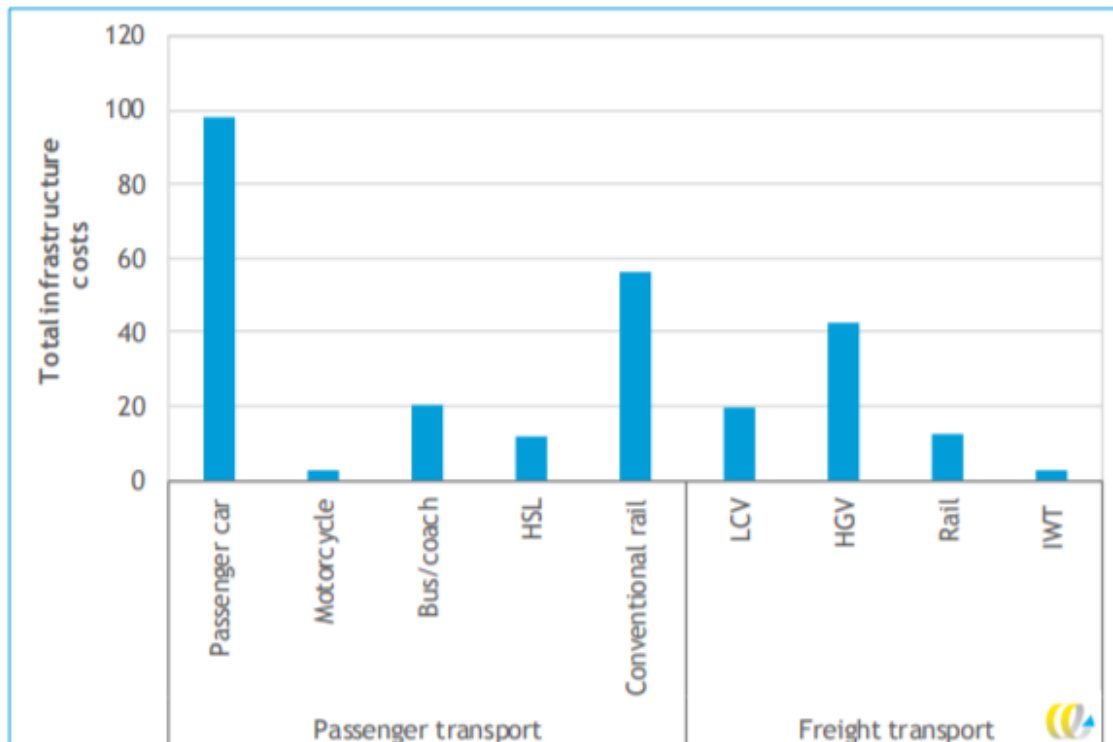
Доходы от налогов и сборов на транспорте в Европейском Союзе



https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs_en

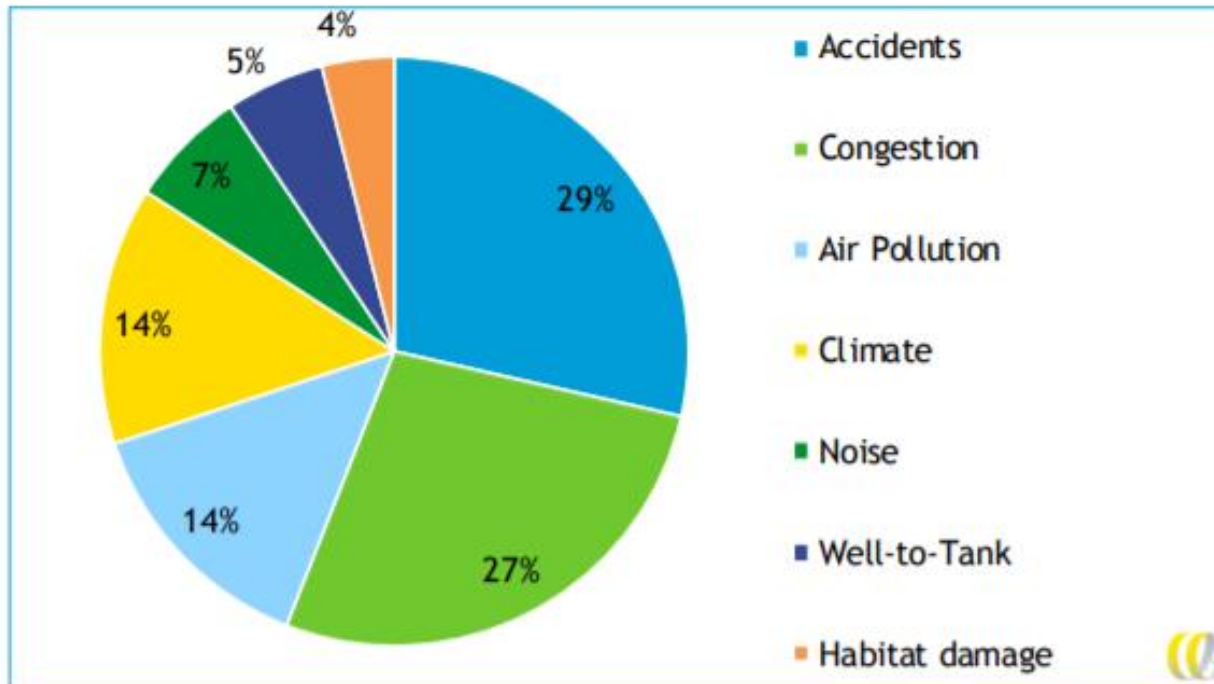
Затраты на транспортную инфраструктуру в Европейском Союзе

Figure 3 - Total infrastructure costs in 2016 for road, rail and inland waterway transport in the EU28 (billion €, PPS adjusted)



Экологическая стоимость транспорта в Европейском Союзе

Figure 9 - Share of the different cost categories on total external costs 2016 for EU28



Note: Including data for aviation and maritime transport, which is based on rough estimations for EU28.

https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs_en

Совокупный баланс доходов и затрат на дорожный транспорт

Figure 17 - Overall cost coverage ratio for road passenger transport in the EU28, Switzerland, Norway the US, Canada and Japan

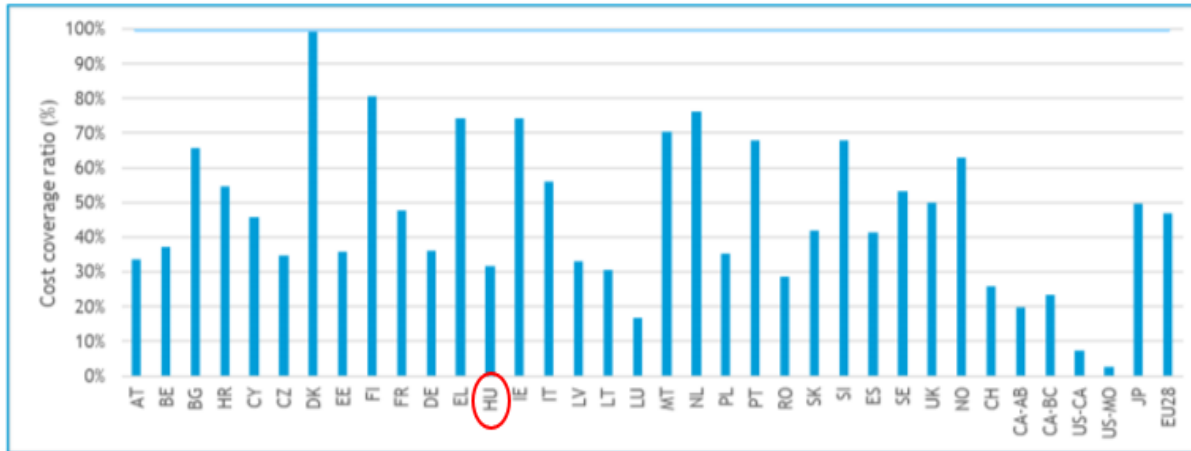
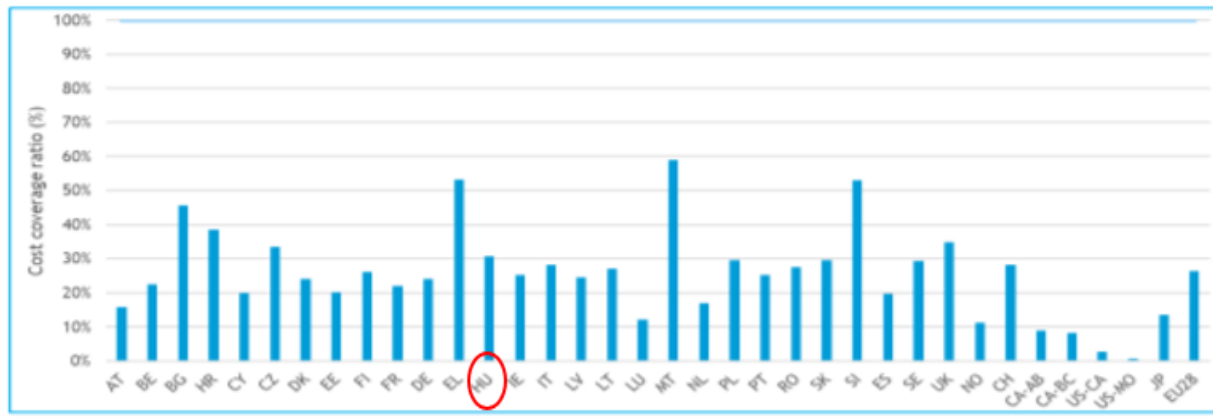


Figure 27 - Overall cost coverage ratio for road freight transport in the EU28, Switzerland, Norway, the US, Canada and Japan



<https://ec.europa.eu/transport/sites/transport/files/studies/internalisation-state-of-play-isbn-978-92-76-01413-3.pdf>

«Социализм распался, потому что цены не показывали экономическую правду. Капитализм распадется, если цены не будут показывать экологическую правду.»

Prof. Dr. Ernst Ulrich von Weizsäcker



<http://ernst.weizsaecker.de/>

1. Нужно решить на сколько должен уменьшиться уровень загрязненности воздуха, выброс парниковых газов, пространство занимаемое автомобилями и т.д.; и
2. установить цены на покупку и передвижение автотранспорта соответственно. Это может быть сделано постепенно.

- **Повышение цен на парковку**
- **Введения системы платы за проезд в зависимости от расстояния и степени загрязнения**

Предложение

о введении системы взимания платы за проезд в Будапеште зависимости от

- расстояния
- категории Евро (т.е. вредных выбросов выхлопных газов)
- времени (днем, ночью, в рабочий день, в воскресенье и т.д.)
- максимально допустимого веса транспортного средства
- места проезда (перегруженности дорог)

https://www.levego.hu/site/assets/files/5752/time_to_implement_congestion_charging_in_budapest_2015szept-2016dec12.pdf

It is time to implement congestion charging in Budapest

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Introduction

It was a historical moment when, on 25th May 2015, István Tarlós, Mayor of Budapest joined the petition¹ to prevent climate catastrophe. The petition states the following:

"In order to protect our future, we, Hungarians have to do our part as well."

Transport is one of the main emitters of carbon-dioxide (CO₂) and particulate matter (PM) which cause global warming. PM exerts also serious effects on human health. One of the most efficient methods for reducing CO₂ and PM emission is to adjust the number of motor vehicles on the road to fit the capacity of the road concerned. Such a measure would substantially decrease harmful emissions: partly because there will be less vehicles on the roads, but mostly because there will be practically no congestion (harmful emissions are much greater when vehicles are moving slowly, braking and accelerating all the time than in the case when they move at a constant and normal speed).

¹ A Fővárosi Közgyűlés is csatlakozott a klímaváltozás elleni kampányhoz, <http://budapest.hu/Lapok/2015/a-fovarosi-kozgyules-is-csatlakozott-a-klimavaltozas-elleni-kampanyhoz.aspx>

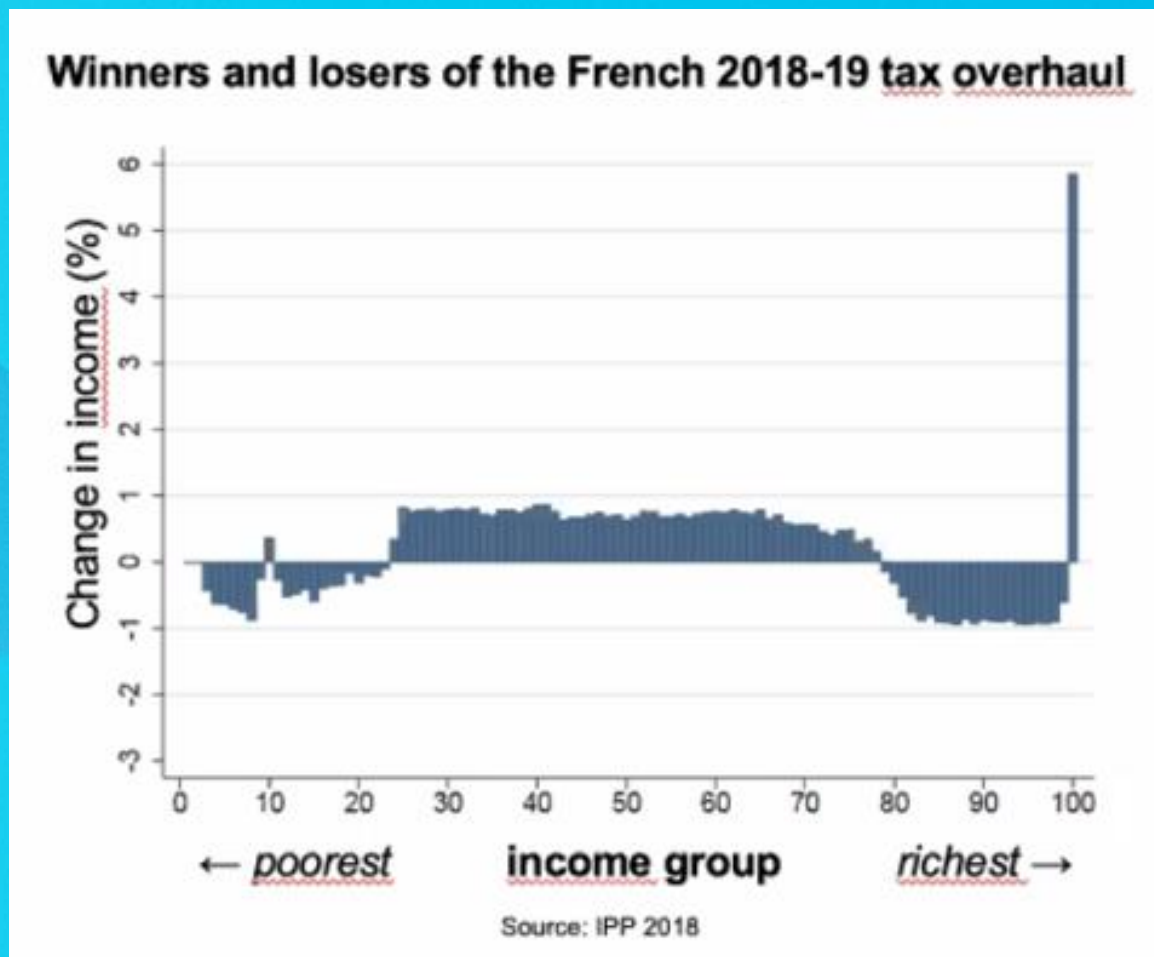
Движение „желтые жилеты“



https://fr.wikipedia.org/wiki/Mouvement_des_Gilets_jaunes

Налоговая реформа во Франции, 2018 год

Налог на выбросы CO₂: 4 млрд евро
Снижение налогов для самых богатых: 4 млрд евро



Каким образом решить проблему?

IMF BLOG

Prices

How Europe Can Protect the Poor from Surging Energy Prices

With fossil fuels likely to remain expensive for some time, governments should let retail prices rise to promote energy conservation while protecting poorer households.

Oya Celasun, Dora Iakova, Ian Parry

August 3, 2022

<https://www.imf.org/en/Blogs/Articles/2022/08/03/how-europe-can-protect-the-poor-from-surging-energy-prices>

ECONOMISTS' STATEMENT ON CARBON DIVIDENDS ORGANIZED BY THE CLIMATE LEADERSHIP COUNCIL

STATEMENT TEXT

ORIGINAL CO-SIGNATORIES

ALL SIGNATORIES

SIGN THE STATEMENT

ORIGINAL CO-SIGNATORIES INCLUDE:

- 28 Nobel Laureate Economists
- 4 Former Chairs of the Federal Reserve
- 15 Former Chairs of the Council of Economic Advisers

SIGN THE STATEMENT



Citizens' Climate Europe

Climate Income Who we are Blog Contact

A fair solution to the climate crisis:
Climate Income

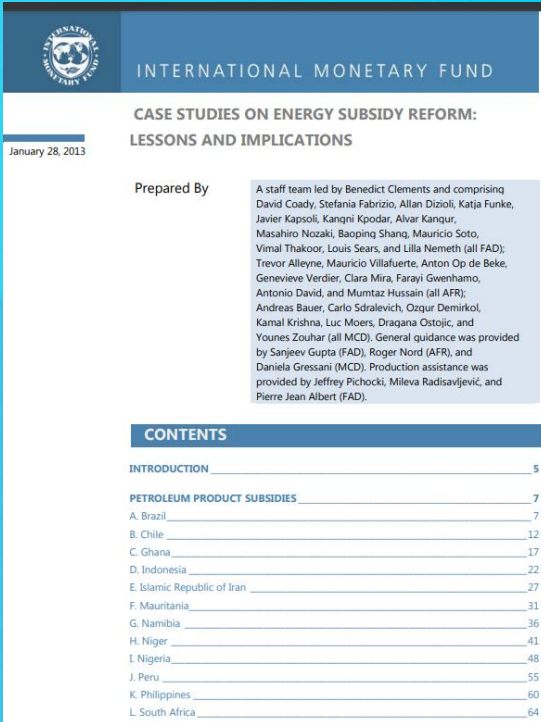
Citizens' Climate is an association with 200,000 volunteers around the world.

<https://citizensclimateeurope.org/>

2019

<https://www.econstatement.org/>

Примеры лучших практик



INTERNATIONAL MONETARY FUND

**CASE STUDIES ON ENERGY SUBSIDY REFORM:
LESSONS AND IMPLICATIONS**

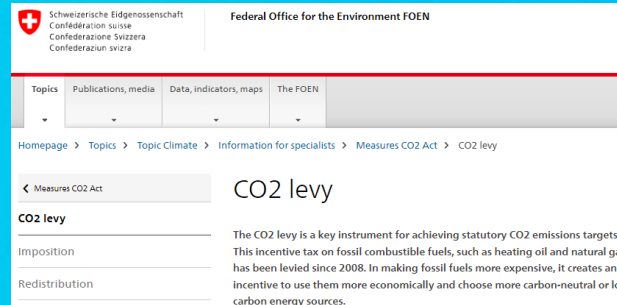
January 28, 2013

Prepared By

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Federal Office for the Environment FOEN

Topics Publications, media Data, indicators, maps The FOEN

Homepage > Topics > Topic Climate > Information for specialists > Measures CO2 Act > CO2 levy

Measures CO2 Act **CO2 levy**

CO2 levy

Imposition

Redistribution

The CO2 levy is a key instrument for achieving statutory CO2 emissions targets. This incentive tax on fossil combustible fuels, such as heating oil and natural gas, has been levied since 2008. In making fossil fuels more expensive, it creates an incentive to use them more economically and choose more carbon-neutral or low carbon energy sources.

<https://www.bafu.admin.ch/bafu/en/home/topics/climate/info-specialists/reduction-measures/co2-levy.html>



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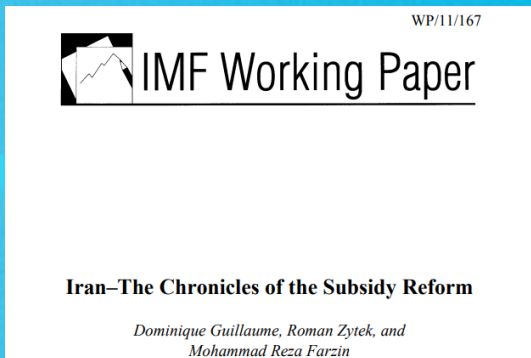
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Climate Bonus and Anti-Inflation Bonus Come Earlier

People · Other · Published: August 25, 2022; 20:56 · (Vindobona)

<https://www.vindobona.org/article/climate-bonus-and-anti-inflation-bonus-come-earlier>



WP/11/167

IMF Working Paper

Iran—The Chronicles of the Subsidy Reform

*Dominique Guillaume, Roman Zytek, and
Mohammad Reza Farzin*

<https://www.imf.org/external/np/pp/eng/2013/012813a.pdf>

 **Levegő Munkacsoport**



Government of Canada / Gouvernement du Canada

Search FIN

Government Announces Climate Action Incentive Payment Amounts for 2020

From: [Department of Finance Canada](#)

News release

December 16, 2019 – Ottawa, Ontario – Department of Finance Canada

<https://www.canada.ca/en/department-finance/news/2019/12/government-announces-climate-action-incentive-payment-amounts-for-2020.html>



 **Levegő Munkacsoport**

Lessons learnt from the fossil fuel price reform in Ghana

by *Nadia M. Quashie*,
Intern at Clean Air Action Group (Hungary)

<https://www.levego.hu/sites/default/files/fo-ssil-fuel-price-reform-in-ghana.pdf>



 **Levegő Munkacsoport**

Lessons learnt from the meat price reform in Hungary in 1976

by *András Lukács*

Many people express concern about the possible negative effects of high energy prices due to increased energy taxes and/or a stringer emission trading system. However, there should not be any concern about increased energy prices affecting the poor if there will be proper compensation. Such compensation could be done quite easily, there is nothing new about this. An instructive example of such a measure is the Hungarian meat price reform. In the first half of the 1970s, meat was heavily subsidised in Hungary. In 1976, the

https://www.levego.hu/sites/default/files/Meat_price_reform_Hungary.pdf

Как повысить цены на транспортное горючее так, чтобы все люди радовались этому (на примере Ирана, 2010 г.)

Ранее:

60 млрд. долл. в год в виде субсидий на энергоносители
(в основном транспортное горючее)

Реформа цен на энергоносители:

Полная отмена субсидий →

→ цены на бензин и дизель выросли в 4 раза

Полный возврат доходов:

- 80 процентам населения ежемесячно,
- государственным учреждениям (школам, больницам и т.п.) и компаниям (для инвестиций в энергоэффективность).

Снижение потребления горючего на 20%!

КОММУНИКАЦИЯ!

Спасибо за ваше внимание!