

Source: Heggie, I. and Vickers, P., *Commercial management and financing of roads*, Technical Paper No 409, World Bank, Washington, 1998.

Charging instrument	Potential role	Related to road use	Separable from general taxes	Ease of recognition by users	Administrative characteristics			
					Collection cost (%)	Avoidance of evasion	Ease of collecting by contract	Suitability ⁴
Tolls	User fee	Yes	Yes	Excellent	10-20	Moderate	Simple	Poor
Vehicle licence fee	Vehicle access fee	No	Yes	Good	10-12	High	Moderate	Good
Heavy vehicle licence fee	Vehicle access fee	Not directly	Yes	Good	Unknown	Unknown	Simple	Good
Fuel levy	User fee	Partly	Can be	Good	Negligible	Low	Simple	Good
Weight-distance fee ¹	User fee	Yes	Yes	Excellent	5	Moderate	Moderate	Poor
International transit fee	Foreign use fee	Should be	Yes	Good	10	High	Simple	Good
Parking charges ²	Control access	Partly	Yes	Good	>50	High	Simple	Poor
Cordon charge ³	Congestion charge	Partly	Yes	Moderate	10-15	Unknown	Simple	Moderate
Area licence	Congestion charge	Partly	Yes	Moderate	10-15	Unknown	Simple	Moderate
Electronic road pricing	User or congestion charge	Can be	Yes	Good	<10	Unknown	Simple	Poor

Notes:

1. A simpler form of weight-distance fee is the vehicle-kilometre fee; it employs the same basic principles, but relates fees more simply to vehicle type and distance
2. These are currently difficult to administer in developing and transitional economies and currently generate little revenue
3. These are only suitable when the road network lends itself to cordon pricing
4. This defines their suitability as general charging instruments