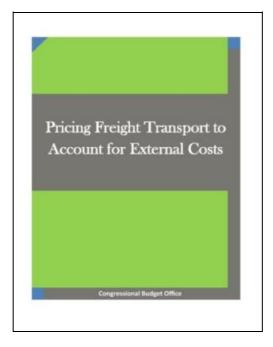
# Pricing Freight Transport to Account for External Costs



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## Reviews

The publication is simple in go through preferable to fully grasp. I am quite late in start reading this one, but better then never. It is extremely difficult to leave it before concluding, once you begin to read the book.

(Mrs. Josiane Collins)

## PRICING FREIGHT TRANSPORT TO ACCOUNT FOR EXTERNAL COSTS



Createspace, United States, 2015. Paperback. Book Condition: New. 279 x 216 mm. Language: English. Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*\*. Freight transport plays a key role in the economy. Over the past several decades, as the U.S. economy and the role of international trade have grown, freight shipping activity has increased substantially. That activity has been accompanied by a considerable amount of public and private spending on the highway and rail infrastructure that supports it. The economic returns from such investments depend on the public and private value of the activities they support, including freight transport. The returns will be higher to the extent that investments are based on accurate information about value. For freight transport, information for private investments comes from the prices that freight carriers receive and the demand for their transport services at those prices. But because freight-transport prices largely do not reflect the external (or social) costs of those services-including pavement damage, traffic congestion, accident risk, and exhaust emissions of particulate matter (PM) and carbon dioxide (CO2)-those prices convey inaccurate information about public value. In particular, the external costs of transport by truck and by rail differ markedly.1 Thus, their market shares, and the size of the market, differ from what they would be if prices reflected external costs more accurately: More freight is shipped, and more is shipped by truck, than would otherwise occur. As a result, more time is lost to highway congestion, and more resources are devoted to building and maintaining highway capacity and to alleviating the effects of diesel emissions and accidents, than if shippers paid their share of those external costs. Taxing freight transport on the basis of external costs would cause shippers to internalize those costs. The untaxed external costs of truck transport tend to be much higher,...



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