

Based on the Highway Toll Situation Analysis in China

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Abstract

With the improvement of people's consumption level, expressway has become a common way to use roads. According to China's national conditions and the current status of existing expressway, the status quo of domestic expressway toll collection is analyzed by case comparison. This paper through the search of relevant data and data, compared with the current situation of domestic expressway analysis, will finally get the current situation of expressway toll problems and solutions.

Keywords

Highway, Charge, Situation.

1. Introduction

Since the implementation of the policy of "building roads with loans and paying back loans with fees" in 1984, China's expressway has entered the stage of rapid development and made remarkable achievements. The public questioned the scale and standard of toll roads, and even doubted the rationality of toll roads. Highway toll collection is an important means to solve the construction fund. The direction of our research lies in how to recover the cost of expressway construction investment in a reasonable way without harming the interests of the majority of non-users and the cost of road maintenance and road protection. As shown in Figure 1.



Fig. 1 Highway

2. The Current Situation and Problems of Highway Toll Collection in China

2.1 Unreasonable Charging Standards

The unreasonableness of highway toll standard in our country mainly manifests in the unified toll standard.

The current standard is mainly determined by the constructive highway operation units of provinces and cities according to the scale of project construction, the amount of construction funds, repayment

requirements, loan term, traffic flow and the income and affordability of road users. On the part of government departments, the implementation of price control may cause harm to the interests of consumers under the circumstance that the information of business units is not fully grasped. Due to the objective existence of information asymmetry between the government and the regulated units, it is difficult for the government to grasp the true cost information of the operating units of the expressway, which makes the formulation or adjustment of the toll standards on the expressway quite arbitrary and subjective, rather than scientific.

2.2 The Establishment and Management of Charging Sites Are Not Standard

The ministry of transport has stipulated that a Toll Gate should be set up for 40 kilometers, while some local governments have stipulated that one Toll Gate can be set up for every 20 kilometers or less of highway distance. Too tight highway toll station and too high tolls let people's life produced very big inconvenience, has become the regional economic cooperation and development, not only adds to the enterprise and the burden of the people, affected the enthusiasm of the masses to participate in the production flow, and also greatly increase the cost of highway transportation, let the road transport industry competitiveness decreased. As shown in Figure 2.



Fig. 2 Toll Station

2.3 It is Not Clear Whether the Charging Standard is Divided by Model

At present, the national highway is to use the vehicle personnel or rated load as a reference to the classification of vehicles and charges, but, because there is no unified model classification standards, so there are some problems: first, the model complex, not easy to identify accurately. The size, axle number and other parameters of various models are not the same, it is difficult to classify. Second, in the same type of car, the empty car and full car are not distinguished. The wear and tear caused by empty cars and heavy cars on the road is different, but the charging standard is the same, which means that the payment of empty cars and heavy cars in maintaining the good use of the road has been transferred, which cannot reflect the principle of reasonable and fair. Third, heavy vehicle overload is serious. The number of overloaded vehicles increases day by day, and the tonnage of overloaded vehicles increases accordingly, resulting in the destruction of many highways shortly after they were opened to traffic.

2.4 Illegal Transfer of Road Toll Rights

In the actual implementation of the provisions of the management method for compensated transfer of highway operation right, due to the drive of local interests and departmental interests, there are some serious phenomena of illegal approval and excessive approval in the transfer of toll collection right, especially the non-standard, non-transparent and non-public transfer operation process, which usually leads to corruption. First, at present, some regulations focus on the issue of special toll collection, which has not yet formed a systematic and complete highway toll collection management

system standard system. Secondly, some current regulations are not enough to adapt to the practice of toll roads in terms of the specific content or the standard requirements, compared with the highway toll roads which are developing fast. Third, some of the existing regulations lead to behavioral constraints on fees, and there is no constraint mechanism to ensure that the regulations can be fully implemented.

2.5 The Operation of Enterprise Affects the Public Welfare of Highway

There is a contradiction between the operation company of highway and the public welfare of highway. There are some highway management companies pay attention to economic benefits, look down on social benefits, in the maintenance of the road investment is very little, the road condition is relatively poor, the social response is strong. After the commercialization of highway assets, the business tax and income tax of highway enterprises flow out of the traffic field. In order to pursue the maximization of profits, some highway operating companies do not use the operating income for highway maintenance or construction, but for other fields, resulting in the state's public welfare highway construction and public welfare transport subsidies or investment, can rarely play its original social benefits.

2.6 Lack of Strict Management Mechanism

The setting of highway toll agency is huge, the station that collects fees is much, the personnel that collects fees is much, the expense consumes big, the cost that causes collect fees is too high, and the expense that actually USES to repay a loan only accounts for year to collect fees 20% only about, "use expenses to raise a person" phenomenon still exists commonly. In addition, the accounting, management, use of fees and other steps of the supervision is not effective, the loss of ticket fees serious, resulting in the fees due, but also can not repay, artificially increase the number of years of repayment. This kind of management system, most of the projects or can not achieve "fee repayment".

3. New Ways of Charging for Highways

Expressway toll standards shall be unified throughout the country, and toll stations shall be set up in strict accordance with national standards. Charging standards for different models are unified into industry standards. Charging standards and vehicle manufacturing standards are combined to formulate charging policies and classify vehicles according to certain standards. At the level of policy, formulate the highway management methods and regulations that are unified in the country; At the execution level, it is also necessary to formulate operational implementation methods. Standardize the management and operation of the company and strengthen the system construction; Establish and improve personnel training mechanism, fees rationalization, standardization.

First, reasonably determine the charge standard.

In order to ensure that highway charging standards of fairness, rationality, scientific and humanism, should fully consider the traffic, the change of traffic situation, investment, operating cost, the loan interest rate, discount rate, maintenance and repair costs and other factors, in the case of calculating empirical data form pricing model, allowing each highway charge standard of theoretical calculated value, and then on the basis of each section of special right to consider the effects of other factors to numerical amended, finally determine the fee standards.

Second, strengthen the management of toll stations and standardize the charging behavior.

In the first half of 2004, the ministry of transport, the ministry of finance, the ministry of supervision, the national development and reform commission, the state council and other departments jointly launched the first phase of the special clean-up work of toll roads. Related departments strengthen the management of special achievements, the formation of long-term mechanism to reduce the toll charge standard, comprehensive clean up the high road extension fee and toll fee standards violations and the phenomenon of unreasonable fees, determined to cancel ShouFeiQi full fees, no longer continue to space charge is not in conformity with the provisions of the site, to improve the fees of various kinds of illegal violation.

Third, the unification of the highway toll model classification standards.

At present, some places are implemented is the original ministry of transportation issued in 2003 toll road vehicle models classification standards, its scale is not unified, classification of the standard is not unified. For example, some vehicles on one section of the road, according to the standard charge for a class of cars, and on another section of the road to become a class of cars to charge. Relevant departments should unify the classification standards of toll cars on highways and supervise the strict implementation of them in all regions.

Fourth, improve the highway construction and operation management of laws and regulations.

In the existing "highway law", the "regulations on the administration of toll roads", "law of road traffic safety" and the foundation of the highway safety protection ordinance, should further aiming at the particularity of the highway, do my homework on operability, improve the relevant laws and regulations system, the height of the law on the construction of the highway construction and maintenance management and operation specification. To sum up, this is done in order to better implement the highway social impact benefits, complete the loan repayment, make the highway construction reasonable profits, investors, operators and industry standardization of the management of the highway is imperative, but also to charge fees, the criterion of toll station and vehicles, etc, and management is quite important also. Therefore, relevant departments should improve laws and regulations as soon as possible to ensure the sustained and sustainable development of the expressway industry, realize large-scale economic benefits, and reduce the increased social costs due to the irregular operation of the expressway industry, so as to make the expressway play a greater role in China's social and economic development.

4. Conclusion

Development work of the expressway toll collection is on the strategic choice in the development of highway enterprise in our country, the future of the short time in the development of the toll road will also continue, but you need to achieve the total number of toll roads and charging amount control, in the aspect of laws and regulations still need to constantly improve, in terms of personnel management, fee standards, still need to set up a unified industry standard.

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