

## Korrekturhinweise

### Paying for the roads

0	1	2	3	4	5	6	7	8
B	B	D	B	C	A	D	C	B

### Begründungen

0

The text says: "THE fuel efficiency of American vehicles has shot up in recent years, thanks to a blend of government mandates, environmental concerns and consumer fashion. By 2025 new vehicles must, by law, run at an average efficiency of 54.5 miles per gallon." In the foreseeable future US cars will therefore use less petrol or diesel.

1

The text says: "That is good news for the environment and motorists (less petrol burned and bought for a given journey). But it is deeply worrying for governments. Roads and highways are funded by the state and federal taxes that drivers pay at the pump. Fewer petrol purchases means a drop in tax revenue." Engine efficiency therefore gives cause for concern as it leads to lower public income.

2

The text says: "Since 2008 the federal Highway Trust Fund, which takes in gas-tax revenues, has had to borrow \$41 billion from the Treasury to stay afloat. Officials warn it could go bust in 2015. State governments are facing similar shortfalls. How can they continue to pay for roads? The most obvious answer is simply to bump up the petrol (gas) tax." Road operators may therefore avoid going bankrupt if they raise the existing tax.

3

The text says: "Moreover, the gas tax is easy and cheap to collect, and it incentivises people to drive less, which means fewer emissions." Fuel taxation therefore makes drivers reduce car use.

4

The text says: "Petrol consumption used to serve as a reasonable proxy for road use, satisfying the 'user pays' principle for road funding." Americans therefore felt justified to drive on US streets as they paid for fuel.

5

The text says: "To get around this, officials in Oregon (which introduced America's first gas tax, in 1919), want to replace the gas tax with a vehicle-miles travelled (VMT) fee: charging motorists for the miles they drive rather than the petrol they consume." A US federal state therefore intends to make drivers pay for the distance they cover.

6

The text says: "Smartphones or other GPS gizmos track journeys (so motorists are not charged for out-of-state driving), the data is processed (by a third party, if the driver prefers) and bills are sent periodically." The new tax is therefore to be collected at regular intervals.

7

The text says: "What this long slog suggests is that the big challenge for VMT advocates will be political rather than technical. Many drivers will be extremely sceptical of government officials asking them to hand over their journey data." Car users therefore don't trust a VMT fee because they think it will endanger their privacy.

8

The text says: "And legislators will take a lot of convincing to introduce a new tax; in many states, that requires a supermajority. Barack Obama's administration has dismissed the idea of a national VMT fee." The US government's attitude towards a road tax is therefore negative.