

Table 1 Base vehicle operating costs (CB) including CO₂ - in cents/km (July 2002)

| % gradient | Mean vehicle speed (over length of route) | | | | |
|------------|---|------------|------------|------------|-------------|
| | 0–30 km/h | 31-50 km/h | 51-70 km/h | 71-90 km/h | 91-105 km/h |
| 0 | 24.1 | 20.1 | 19.7 | 20.3 | 21.3 |
| 1 to 3 | 24.4 | 20.4 | 19.9 | 20.6 | 21.6 |
| 4 to 6 | 25.3 | 21.5 | 21.0 | 21.7 | 22.7 |
| 7 to 9 | 26.7 | 23.2 | 22.9 | 23.6 | 24.7 |
| 10 to 12 | 28.5 | 25.3 | 25.2 | 26.2 | 27.4 |

Table 2 Roughness costs (CR) in cents/km (July 2002)

Unsealed road roughness before sealing can be assumed to be 6.5 IRI (≈170 NAASRA counts) and 2.5 IRI (≈66 NAASRA counts) after sealing. If values higher than 6.5 IRI (or 170 NAASRA) for initial roughness of unsealed roads are used these need to be substantiated.

| IRI m/km | NAASRA counts/km | CR cents/km urban | CR cents/km rural | IRI m/km | NAASRA counts/km | CR cents/km urban | CR cents/km rural |
|----------|------------------|-------------------|-------------------|----------|------------------|-------------------|-------------------|
| 2.5 | 66 | 0.0 | 0.0 | 6.0 | 158 | 5.9 | 11.4 |
| 3.0 | 79 | 0.2 | 0.1 | 6.5 | 172 | 7.5 | 13.8 |
| 3.5 | 92 | 0.4 | 0.7 | 7.0 | 185 | 9.2 | 16.1 |
| 4.0 | 106 | 1.0 | 2.2 | 7.5 | 198 | 10.9 | 18.5 |
| 4.5 | 119 | 1.8 | 4.3 | 8.0 | 211 | 12.6 | 19.4 |
| 5.0 | 132 | 3.0 | 6.7 | 8.5 | 224 | 14.3 | 20.0 |
| 5.5 | 145 | 4.3 | 9.1 | 9.0 | 238 | 15.9 | 20.7 |

Table 3 VOC discount factors (DF^{VOC}) for different traffic growth rates for years 2 to 25 inclusive

| Growth rate | 0% | 0.5% | 1.0% | 1.5% | 2.0% | 2.5% | 3.0% | 3.5% | 4.0% |
|--------------------------------------|------|------|------|------|-------|-------|-------|-------|-------|
| Discount factor (DF ^{VOC}) | 8.57 | 8.95 | 9.32 | 9.70 | 10.07 | 10.45 | 10.83 | 11.20 | 11.58 |