



● GREEN AND EFFICIENT ROAD CHARGING FOR LORRIES

A proposal for a Directive amending
Directive 1999/62/EC on the charging of
heavy goods vehicles for the use of
certain infrastructures

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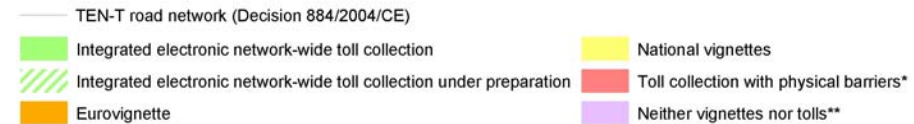
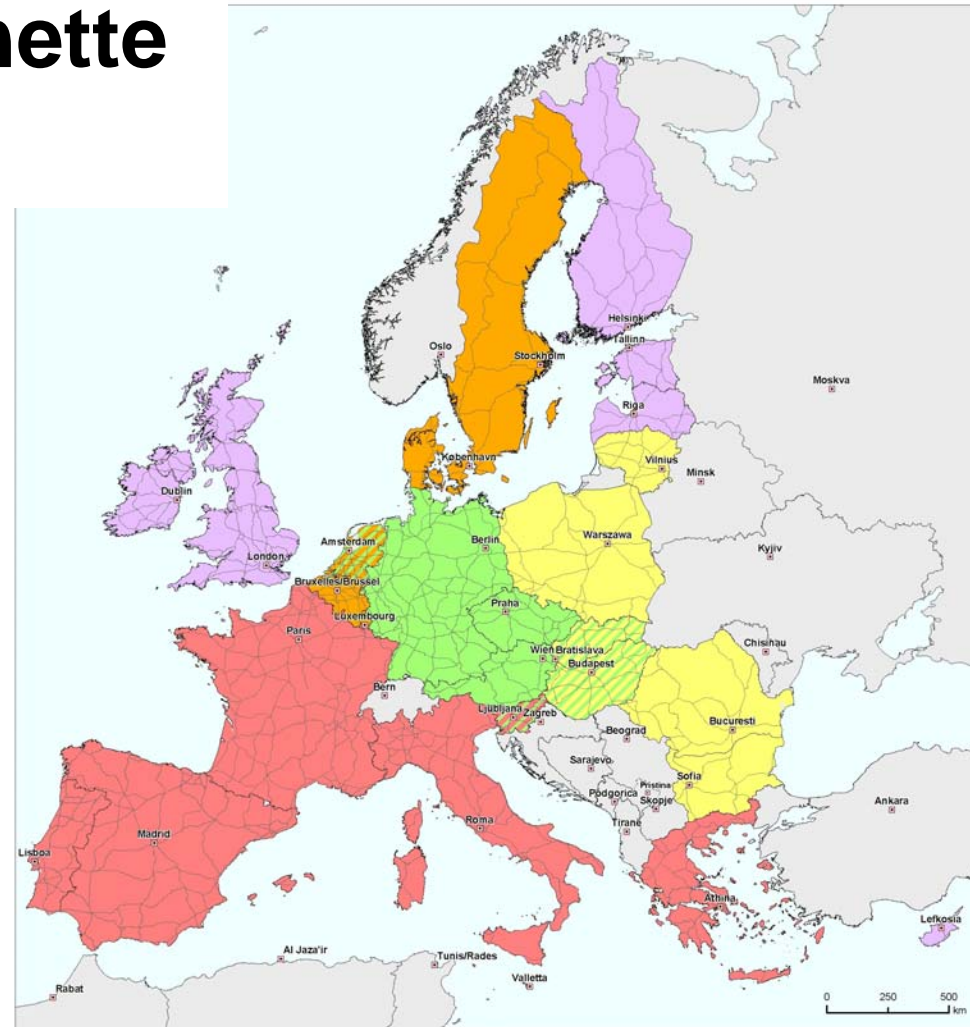
- « Polluter pays principle » in all transport modes
- Part of a policy mix which requires investments in infrastructure and research
- Common reference framework to estimate the costs of pollution, noise, congestion and climate change
- Stepwise strategy to internalise these costs in the transport price

● Main elements of the strategy

- Air transport in the emission trading system in 2012
- New plan to reduce noise from trains
- Push the International Maritime Organisation to tackle CO2 from maritime transport
- Proposal to enable external cost charging for lorries (review of « Eurovignette »)
- Review in 2013

Current Eurovignette Directive

- Applies to heavy goods vehicles
- Common rules to ensure proportionality and non discrimination
- Recovery of infrastructure costs only



* Not the entire network is subject to tolls

** Limited parts of the infrastructure might be subject to toll collection in some Member States

● Main objectives of the review

- Improve the efficiency and environmental performance of freight transport
- Promote differentiated external cost charging
- Maintain the smooth functioning of the internal market

Expected impacts

- Acceleration of fleet modernisation
- Efficiency improvement in the logistics chain
- Reduction of external costs and contribution to climate change policy
- No harm to the economy - Positive macroeconomic impact (overall welfare gain)

● New legal provisions

- Allowing for the recovery through tolls of the costs related to air pollution, noise and congestion
- Common method for calculating the external costs according to local circumstances
- Earmarking the corresponding additional revenues for sustainable transport
- Promotion of electronic free-flow tolling technologies

● Arrangements for mountainous areas

- Mark-up to finance alternative infrastructure (e.g. Brenner) easier to implement
- Higher environmental costs chargeable due to temperature inversion and other phenomena
- Possibilities to combine the mark-up and the charge to recover external costs

Amount of the external cost charge

ct/vkm	Off-peak	Peak	High peak	Night
Euro 0				
suburban roads	17	37	82	18
Other interurban roads	13	15	20	13
Euro II				
suburban roads	10	30	75	11
Other interurban roads	8	10	15	8
Euro III				
suburban roads	8	28	73	9
Other interurban roads	6	8	13	6
Euro IV				
suburban roads	5	25	70	6
Other interurban roads	4	6	11	4
>=Euro V				
suburban roads	4	24	69	5
Other interurban roads	2	4	9	2

Correction factors can be applied on roads in mountainous areas
 Regulatory charges can be applied on urban roads



Thank you !

http://ec.europa.eu/transport/road/policy/index_en.htm