



*Service public fédéral
Mobilité et Transports*

*Federale Overheidsdienst
Mobiliteit en Vervoer*

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PROLIBIC Workshop

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European framework for transportation tax

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Topics

- European framework for heavy truck taxation →
Eurovignette III directive 2011/76/EU
- Possibility of EU co-financing of project of
intelligent kilometer charge
TEN-T Guideline
- European framework for light vehicle taxation →
Communication EU on the application of national road infrastructure
charges levied on light private vehicles
- Future evolution of the european framework →
White book transport,

Introduction



Objectif : Promotion of sustainable transport

Reduce negative impacts of transport on :

- Air pollution
- Noise
- Congestion

→ Allow internalisation of external costs for air
pollution and noise,

→ Give flexible tool to reduce congestion.

EUROVIGNETTE III



Geographical scope of Eurovignette directive

The Trans-European Network (TEN-T) or on certain sections of that network, **and on any other additional sections of their network of motorways.**

MS can apply regulatory charges specifically designed to reduce traffic congestion or combat environmental impacts, **on any roads located in an urban area**, including Trans-European Network roads crossing urban areas

Others roads : MS are free to introduce tolls and/or user charge in compliance with the Treaty

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Definition of vehicles

‘vehicle’ means : a motor vehicle or articulated vehicle combination intended or used for the carriage by road of goods and having a maximum permissible laden weight of over 3,5 tonnes;‘

Suppression of the term used **‘exclusively’** for the carriage of goods

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Type (weight) of vehicles

A Member State may choose to apply tolls and/or user charges only to vehicles having a maximum permissible laden weight of not less than 12 tonnes if it considers that an extension to vehicles of less than 12 tonnes would, amongst others:

- (a) create significant adverse effects on the free flow of traffic, the environment, noise levels, congestion, health, or road safety due to traffic diversion;
- (b) involve administrative costs of more than 30 % of the additional revenue which would have been generated by that extension.

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Maximum chargeable noise cost

<i>Euro cent/ vehicle-kilometre</i>	<i>Day</i>	<i>Night</i>
Suburban roads (including motorways)	1.1	2.0
Interurban roads (including motorways)	0.2	0.3

The values may be multiplied by a factor of up to 2 in mountain areas to the extent that it is justified by the gradient of roads, temperature inversions and/or amphitheatre effect of valleys.

EUROVIGNETTE III :



Variation according to the EURO emission class

The **infrastructure charge** shall be varied according to the EURO emission class 0, I ..., VI, (VII) in such a way that no infrastructure charge is more than **100%** above the same charge for equivalent vehicles meeting the strictest emission standards

→ **Possibility to add above these variations external cost charge for air pollution**

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Maximum cost of traffic-based air pollution

<i>Euro cent/vehicle-kilometre</i>	<i>Suburban roads (including motorways)</i>	<i>Interurban roads (including motorways)</i>
EURO 0	16	12
EURO I	11	8
EURO II	9	7
EURO III	7	6
EURO IV	4	3
EURO V	0	0
after 31 December 2013	3	2
EURO VI	0	0
after 31 December 2017	2	1
Less polluting than EURO VI	0	0
1 year after EURO VII	Adaptation by co-decision	Adaptation by co-decision

Delete the adaptation to inflation from 2000 to 2010

The values of Table 1 may be multiplied by a factor of up to **2** in mountain areas to the extent that it is justified by the gradient of roads, altitude and/or temperature inversions.

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Maximum variation according to time, date, season

1. No infrastructure charge is more than **175 %** above the maximum level of the weighted average infrastructure charge;
2. The peak periods during which the higher infrastructure charges are levied for the purpose of reducing congestion do not exceed **5 hours** per day.
3. The variation must respect the principle of budgetary neutrality → **No additional revenue**

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Use of revenue from external cost charge

The revenues generated from external cost charges **should** be used to benefit the transport sector to make transport more sustainable and optimise the entire transport system, including the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting the trans-European transport network;
- (g) optimising logistics;
- (h) improving road safety; and
- (i) providing secure parking places.

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Use of revenue

This paragraph shall be deemed to be applied by Member States, if they have in place and implement fiscal and financial support policies which leverage financial support to the trans-European network and which have an equivalent value of at least **15 %** of the revenues generated from infrastructure and external cost charges in each Member State

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Notification of new infrastructure charge

At least six months before the implementation of a new infrastructure charge tolling arrangement, Member States shall send to the Commission:

- the unit values and other parameters used in calculating the various infrastructure cost elements, and
- clear information on the vehicles covered by the tolling arrangements, the geographic extent of the network, or part of the network, used for each cost calculation, and the percentage of costs that are intended to be recovered;

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RTE-T funding

Electronic toll systems are an integral component of the trans-European-network (Article 9(3) of the TEN-T Guidelines) and therefore eligible to EU financial support.

-> Next multiannual call end October/begin November

Co-financing ratio :

- 50% for pilots/study
- 20% for implementation projects

TEN-T Guideline



Communication of the Commission on the road infrastructure charges levied on light private vehicles

EU TREATY PRINCIPLES

- Non-discrimination on grounds of nationality
- Proportionality

GUIDANCE ON THE APPLICATION OF NATIONAL VIGNETTE SYSTEMS

- The availability of proportionately-priced vignettes;
- Proper access to information;
- The collection of fees and their payment;
- An appropriate enforcement practice;

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Future development of the eurovignette directive

- Improve the methodology to calculate infrastructure costs
- Remove the caps on external cost charges to allow higher tolls in the most vulnerable areas and areas most exposed to pollution
- Allow the internalisation of climate change via kilometer charge
- Compulsory internalisation of external costs

Transport white book / questionnaire