



## ***Platform for Electro-mobility* Joint Statement on Road Tolling**

Brussels, 20 April 2017

In May 2017, the European Commission will publish a proposal to review the Eurovignette Directive<sup>1</sup> that defines how Member States can toll certain vehicles for their use of road infrastructure. The proposal offers an opportunity for road tolls to provide a financial mechanism to encourage decarbonisation and specifically electrification of transport by promoting the 'user pays' and 'polluter pays' principles, in accordance with the 2011 Transport White Paper.<sup>2</sup>

**The Platform for Electro-mobility would like to see the following changes** made to the Eurovignette Directive<sup>3</sup>:

1. **The Directive should *oblige* Member States to differentiate, in a revenue-neutral way, tolls for all vehicles based on carbon dioxide emissions** from the vehicle being tolled, to incentivise low- as well as zero emission vehicles that will come to market over the next years.
2. **The Directive should *allow* EU Member States more freedom to charge for external costs.** Any proposed amendment should allow tolls to better reflect the true external costs of road transport.
3. **Across the EU, charging should become distance-based** related to actual kilometres driven, to reflect better the polluter-pays and user-pays principles.
4. **Revenue generated from tolling should be used to promote electro-mobility.**

### **1) Differentiate Tolls to Reflect CO2 Emissions**

The European Commission's Low-Emission Mobility Strategy<sup>4</sup> suggested that the Eurovignette Directive should be reviewed in order to differentiate tolls for carbon dioxide. The current Directive obliges Member States to differentiate tolls by 'Euro' (i.e. air pollution) class of the vehicle and this has helped accelerate technology take-up. However, the effectiveness of this provision will be limited in a few years' time when the vast majority of tolled vehicles are of the

---

<sup>1</sup> Directive 2011/76/EU of the European Parliament and of the Council of 27 September 2011 amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures

<sup>2</sup> Initiative 39 of the Commission's White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' (COM(2011)0144) states that Europe should move towards "the full and mandatory internalisation of external costs".

<sup>3</sup> The legislative recommendations that are outlined in this document are not shared by three members of the Platform for Electro-mobility; namely, Polis, AVERE and EIM.

<sup>4</sup> European Commission communication of 20 July 2016 on a European strategy for low-emission mobility (COM(2016)0501).



low air-pollution 'Euro VI' class.

In contrast with air pollution, carbon dioxide from freight transport is not reducing. [Transport is now the single biggest emitter of greenhouse gases in Europe](#). The European Commission is developing a methodology to measure CO<sub>2</sub> from trucks (VECTO). In addition, several manufacturers are planning to bring zero-emission trucks to market and some Member States have begun demonstrating electric road systems for use by trucks on highways. In order to accelerate take-up of low-CO<sub>2</sub> technologies, the Directive should at the very least oblige Member States to give a reduction in tolls to low- and zero-emission vehicles, accompanied by rises in other rates to achieve revenue neutrality, in the starting year and over time. Whereas the differentiation on the basis of VECTO is complex and could be dealt with in a separate delegated act, differentiation for zero-emission vehicles could and hence should be dealt with in the forthcoming proposal itself. Tolls for other vehicles under the scope of the Directive should also be differentiated on the basis of CO<sub>2</sub> emissions, especially zero-emissions vehicles.

## **2) Charging for External Costs**

The current Eurovignette Directive sets caps for how much a Member State can charge a vehicle for certain external costs. The existing amounts do not reflect the real external costs. To provide one example, the maximum amount a country can charge a EURO V truck for use of suburban roads is 3 cent per vkm even though a report done for the Commission calculates the cost to be twice that amount at 6 cent per vkm.<sup>5</sup> The Commission should allow more freedom to Member States to charge for external costs based on vehicle performance. This level should reflect the real-world emissions of vehicles and be differentiated based on vehicle performance and vehicle type.

## **3) Distance-Based Charging is Fair and Efficient**

The European Parliament stated in a recent opinion that "road charging systems for any type of motor vehicle should be electronic and distance-based and should comply with the 'user pays' and 'polluter pays' principles."<sup>6</sup> The Platform for Electro-mobility favours EU-level rules for how time-based systems should be phased out in the upcoming review of the Eurovignette Directive. Distance-based charging ensures a fair and non-discriminatory system as enshrined in Article 18 of the TFEU and promotes efficient transport behaviour to help Member States in reaching their climate targets.

## **4) Use Revenue for Electric Mobility**

The Commission's low-emission strategy said that "in order to achieve mass acceptance and deployment of electric vehicles, charging and maintenance infrastructure needs to become

---

<sup>5</sup> AEA Ricardo, Update of the Handbook on External Costs of Transport, Report for the European Commission: DG MOVE Ricardo-AEA/R/ ED57769.

<sup>6</sup> European Parliament resolution of 15 March 2017 on the Commission's approval of Germany's revised plan to introduce a road toll (2017/2526(RSP)).

# electromobility

widely available throughout Europe”. The Platform therefore proposes that revenue from road charging should be invested in electro-mobility, including (but not limited to) infrastructure for transfer of electricity to vehicles, as well as railway and public transport infrastructure.

The Commission proposal is expected to be presented to Parliament before June 2017. Once a final review is agreed between Parliament and Council, the next steps will be for national governments to establish smart and fair road tolls in their home country; making full use of the measures promoted in the Eurovignette Directive. The EU should encourage tolls as a smart taxation system that promote sustainable transport behaviour.

