

Road charging / Revising the Eurovignette Directive

Facts

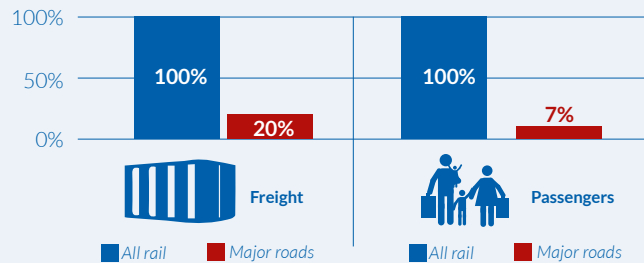
Railways pay distance-based charges everywhere in the EU (100% tolling by EU law), covering at least the direct cost of infrastructure use, plus often a mark-up.



By contrast, even for **major roads** (motorways and other main roads), charges (vignettes or tolls) are currently only **applied to trucks on about 20-25% of the network** in Europe (and in some countries not to vehicles below 7.5 or even 12 tonnes). Even less for passenger transport.

So competition is not fair between road and rail.

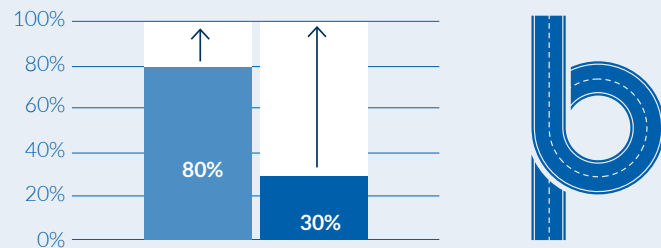
Distance-based infrastructure charging rail versus road



Source: European Commission, CER

On EU average, **trucks** pay, through taxes and tolls, only around 30% of their total **infrastructure and external costs**. Even on EU motorways alone, cost coverage is only around 70-90%.

Road freight's coverage of external costs (incl. infrastructure)



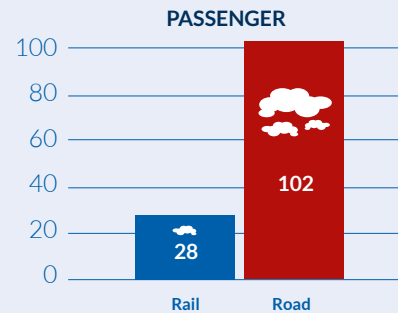
Source: CE Delft (2016-17) ■ EU motorways only ■ All EU roads

Fair competition would benefit citizens and the environment

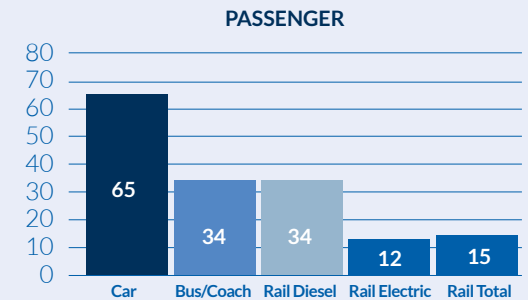
CER supports fair competition in the single European transport area, also between transport modes.

- Fair competition between road and rail requires **distance-based road charging across the EU**. It's **mandatory** for rail, so it should be for road.
- Fair intermodal competition also requires fair working conditions.
- Fair intermodal competition would help a modal shift to rail, **benefitting citizens and the environment** and helping **achieve major EU policy objectives**, e.g. the 40% reduction of greenhouse gas emissions between 1990 and 2030.

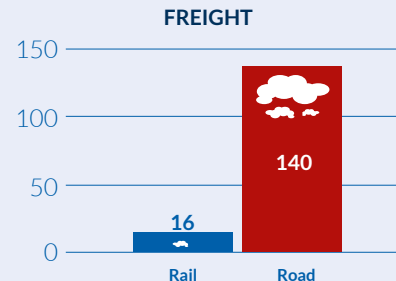
Specific CO₂ emissions, g per passenger-km (EEA, 2017)



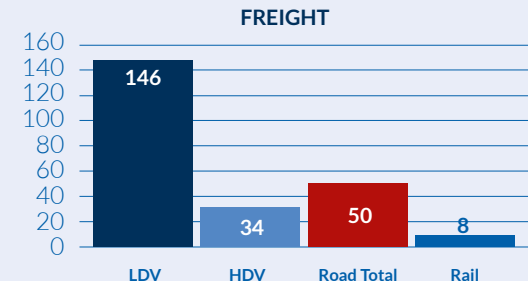
Average external costs* (Euro per 1000 passenger-km)



Specific CO₂ emissions, g per tonne-km (EEA, 2017)



Average external costs* (Euro per 1000 tonne-km)



* Source: CE Delft 2011. Cost categories: noise, climate change, up- and downstream, air pollution, accidents, nature & landscape, biodiversity losses, soil and water pollution, urban effects.
LDV - Light Duty Vehicles
HDV - Heavy Duty Vehicles

Road charging / Revising the Eurovignette Directive

The 2011 Transport White Paper says:

Full and mandatory internalisation of external costs, incl. wear and tear, by 2020.

CER regrets that the Commission's proposal falls short of this ambition.

The EU Treaty requires polluters to pay.

The **polluter-pays** principle is enshrined in the **Treaty** (TFEU art. 191.2). Together with the **user-pays** principle it is necessary for socially optimal, efficient provision of transport.



Commission proposal on road charging (Eurovignette)

CER welcomes several elements:

- To replace **external-cost charging** caps by reference values, for facilitated charging (annexes IIIa+b)
- To make **heavy duty vehicles (HDVs) external-cost charging mandatory** if they're tolled – although only where there is above-average environmental damage (art. 7c.5)
- To make **tolling of all HDVs (incl. coaches)** mandatory where trucks are tolled already (art. 7.9), thus making charging broader and fairer
- To **phase out time-based charges** (vignettes) (art. 7.6, 7.7)
- To allow a **genuine congestion charge** to address road congestion (art. 7da)
- To earmark congestion charges for **collective transport** inter alia (art. 9.3)
- To relax conditions for mark-ups that help finance **TEN-T corridors** (art. 7f)

CER proposes the following improvements:

- **Make distance-based charging mandatory** on all major roads
- **Promote external-cost charging by reducing scope for exemptions** (remove condition of above-average environmental damage)
- **Earmark available external-cost charging revenue** to develop cleaner transport modes
- While **CO₂ differentiation** of charges is welcome, **prevent a decrease of toll revenue** and **ensure direct-cost coverage** (as EU law requires for rail), also for zero-emission road vehicles (user pays). Leave Member States free to internalise road's CO₂ externalities via distance-based charges

The European Parliament and Council are called upon to raise ambition for road charging in the EU accordingly.