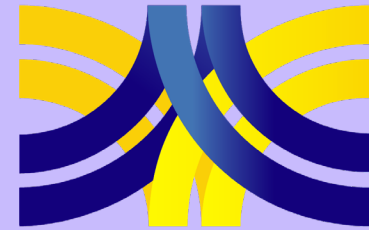


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*Decarbonizing Road Infrastructure : Challenges,
Perspectives and Actions in Tough Economy*

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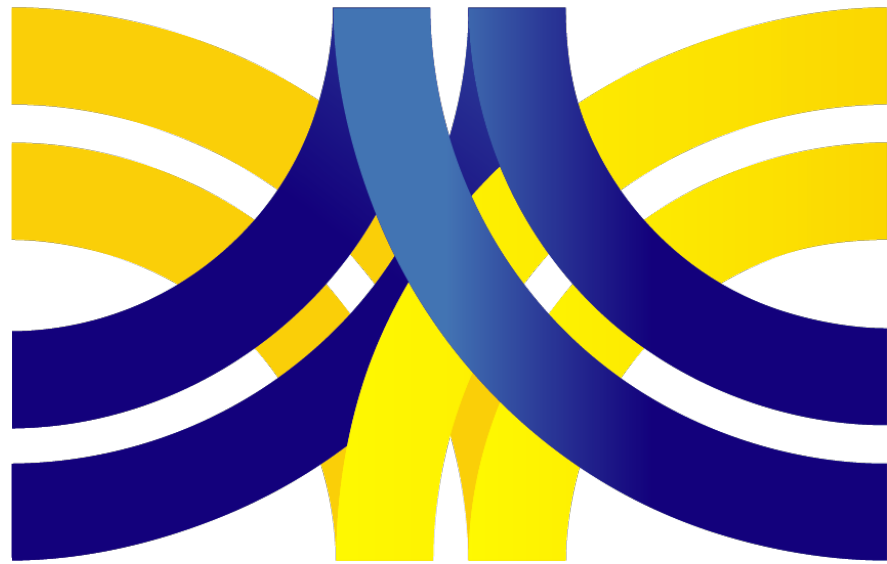


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The EETS and Eurovignette Directives

MOVE-C1-EUROVIGNETTE@ec.europa.eu

European Commission – DG MOVE




- Road charging: The EU legislative framework
- The EETS Directive
 - Latest developments
 - Challenges
- Eurovignette
 - Objectives
 - The latest revision
 - CO₂ variation of charges (1)
 - CO₂ variation of charges (2)
 - Concessions

Road charging: The EU legislative framework

- The Eurovignette Directive – Directive 1999/62/EC on the charging of vehicles for the use of road infrastructures
 - The Eurovignette Directive sets a coherent framework for tolls, vignettes and vehicle taxes to secure equal treatment across the Union
- The EETS Directive – Directive (EU) 2019/520 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union
 - The EETS Directive ensures interoperability of road tolls payment across the Union and facilitates cross-border enforcement

EETS – Latest developments

- Transposition of the revised EETS Directive by 19 Oct 2021
 - Check by DG MOVE ongoing, to be finalised in 2023
- Completion of standardisation work (ANPR)
 - Development of standards for ANPR by standardisation body CEN (ongoing)
- Follow-up of implementation in various Member States
 - Access to the market of EETS providers, remuneration of EETS providers, etc.

- Full deployment of EETS
 - Non-discriminatory access to EETS market and increased competition (simplification/swiftness of procedure)
 - Fair treatment vis-à-vis national provider (remuneration)
 - Make use of established standards for toll charger/EETS provider interfaces
- Identify gaps in EU legislation (Directive 2019/520) (Art 28 Report)
 - Simplify certification/recertification  *EU wide certification?*
 - Clear structure/model of remuneration
 - Renewed revision of the Directive in 2024/2025 ?

Eurovignette – Objectives

Congestion



Road maintenance



Risk of
discrimination



Air
pollution

**Climate
change**

Eurovignette – The latest revision

From now on:

- The Directive applies also to LDVs
- Higher external cost charges
- Charging for CO₂
- Toll exemption for ZEV (until end 2025)
- Congestion charging outside urban areas
- Mark-ups also outside mountain regions

Application of new rules

- Two years for transposition (until 25/3/2024), but Member States can implement it earlier.

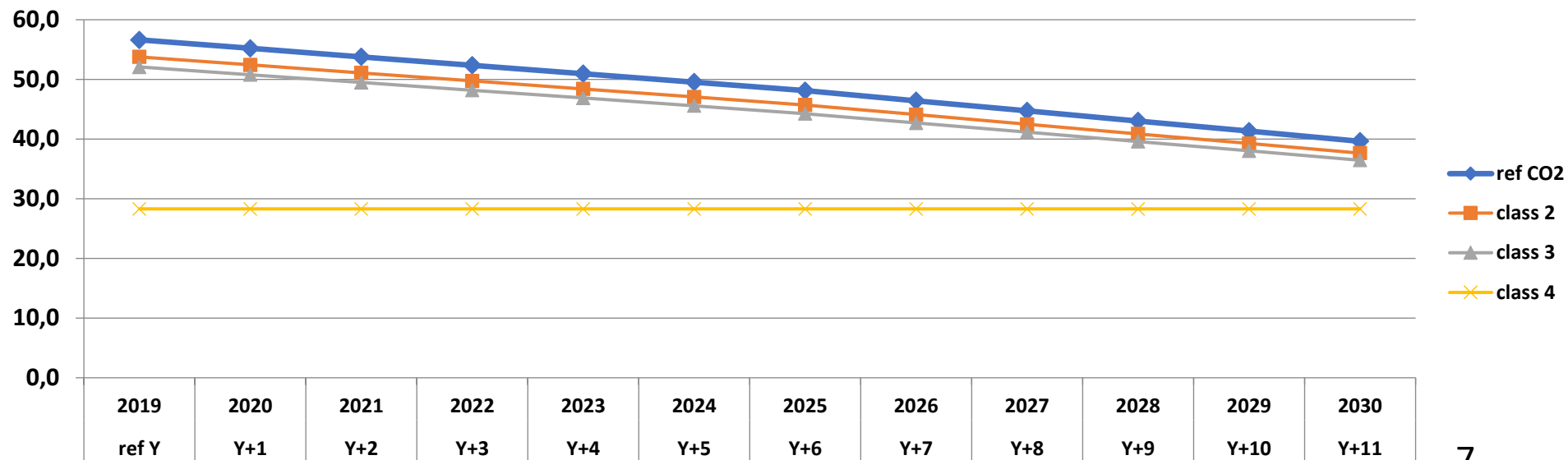
Challenges

- Transposition and implementation of the new rules

Deadline	Provision
2024	Mandatory toll variation based on CO ₂ class of HDVs
2025	MSs report on tolling schemes, incl. revenues raised and evolution of vehicle fleet on toll roads
2026	<ul style="list-style-type: none">• Mandatory external cost charging for air pollution (HDVs)• Variation of charges for LDVs (vans and minibuses) based on environmental performance
2027	<ul style="list-style-type: none">• All HGVs to be tolled• COM to assess:<ul style="list-style-type: none">- impact on LDVs and possible treatment- effectiveness/coherence of charging for CO₂ vs ETS
2030	<ul style="list-style-type: none">• Phase-out of user charges (vignettes) for HDVs on the TEN-T• Proportionate vignette prices for light vehicles
2032	Phase-out of common user charge (Eurovignette)

Eurovignette – CO₂ variation of charges (1)

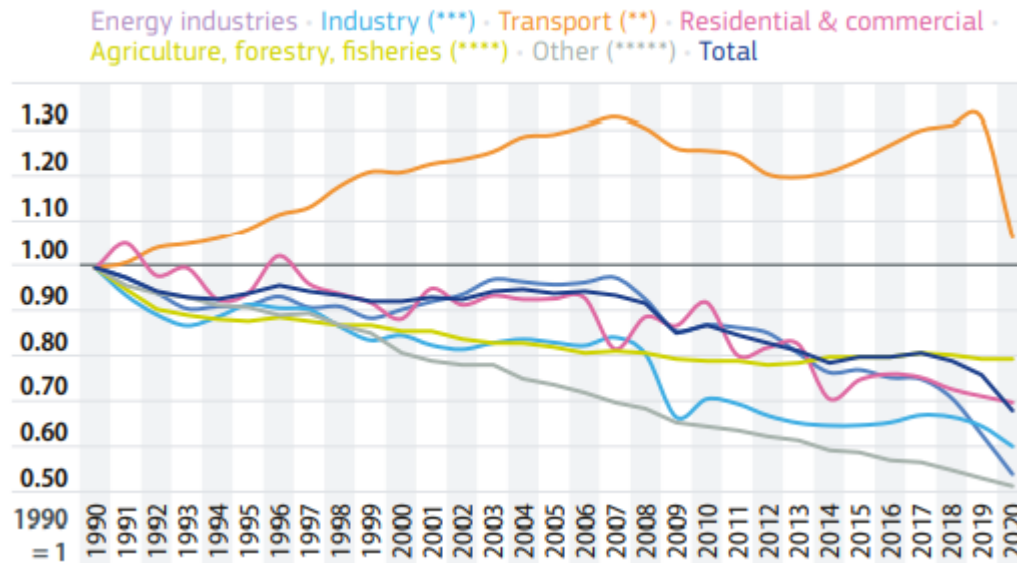
CO2 class	performance	Charge
Class 1	Up to 5% below trajectory	Above average
Class 2	5 to 8% below trajectory	5-15% below class 1
Class 3	More than 8% below trajectory (but not as good as class 4)	15-30% below class 1
Class 4	LEV: at least 50% below avg.(but not ZEV)	30-50% below class 1
Class 5	ZEV	50-75% below class 1



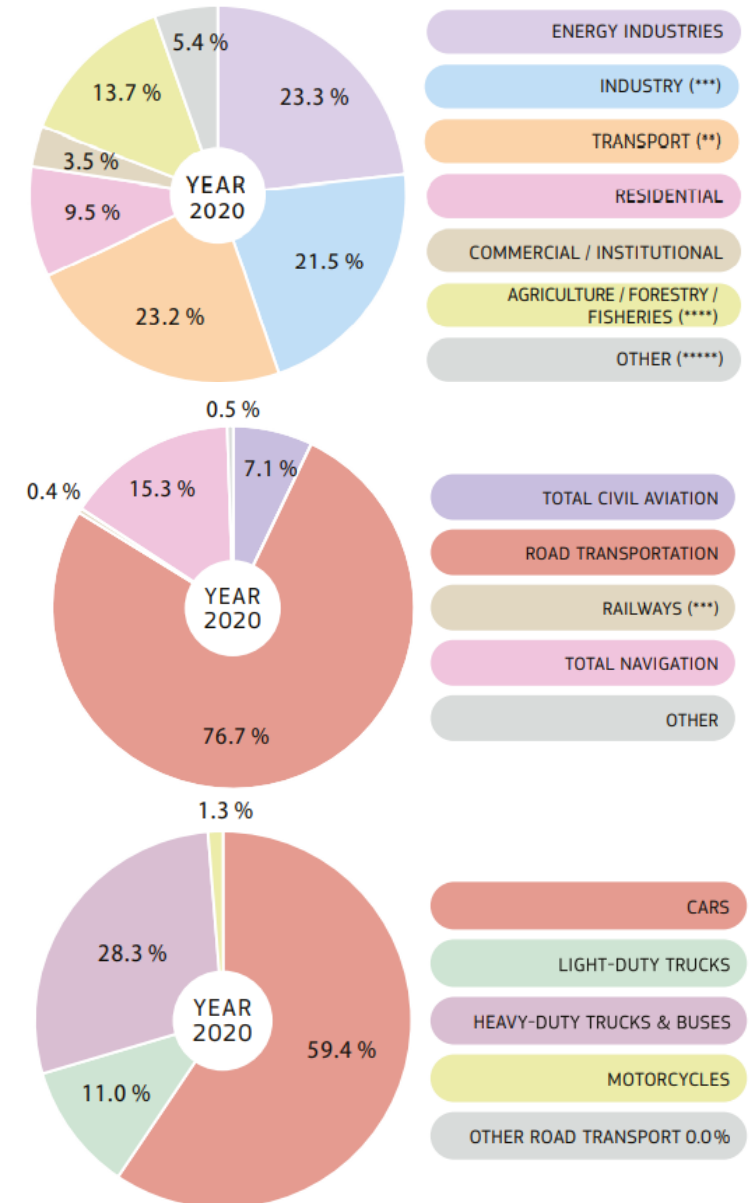
Note: reference value (Y axis) relate to the sub-group of 5-axle long-haul lorries as in Commission Implementing Decision (EU) 2021/781

Eurovignette – CO₂ variation of charges (2)

- CO₂ emissions reduction targets at 15% and 30% below 2005 levels for 2025 and 2030, respectively (Regulation (EU) 2019/1242)
 - Stemming from European Council conclusion determining the EU's nationally determined contribution (NDC) under the Paris Agreement

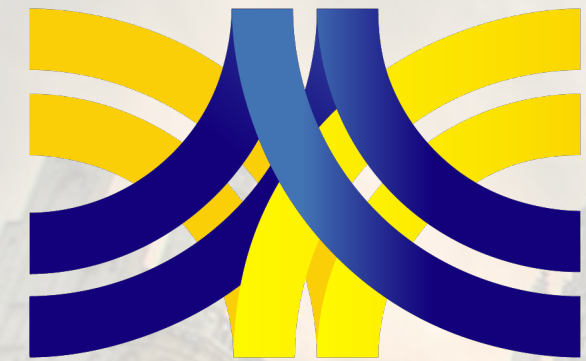


Source: EU transport in figures – Statistical pocketbook 2022



- Mandatory air-pollution external-cost charges and CO₂-based variation of charges not applicable on concession contracts signed before the entry into force of the Directive, until the concession contract is renewed or substantially amended
- However, Member States may opt to seek to bring existing concession contracts into line with changes to the Union or national regulatory framework or to assess the possibility of applying an external-cost charge for CO₂ and for air pollution and/or discounts related to those emissions, where concession tolls are not varied in accordance with this Directive

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**THANK YOU FOR
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