

**Question for written answer E-014767/2015  
to the Commission**  
Rule 130  
**Renaud Muselier (PPE)**

Subject: Eurovignette and modal shift

The Commission has made shifting goods traffic from the roads to more sustainable shipping modes one of its priorities because of the damaging effect on the environment and on public health and safety that heavy goods vehicle (HGV) traffic has in the Member States. For example, every year 600 000 HGVs go through Ventimiglia, which is France's most heavily used Alpine crossing and the second most heavily used of all Alpine crossings.

Unlike the Mont Blanc and Fréjus tunnel crossings, the A8 and A10 motorways are not regarded as an Alpine crossing, and HGV traffic on them has increased to such an extent that they now carry half of all HGV traffic between France and Italy.

The Eurovignette III Directive of 14 October 2011, which applies to trans-European routes and to motorways, encourages the use of differentiated road charging schemes to promote sustainable transport modes.

Looking ahead to a possible revision of that directive and with a view to fostering the use of non-road transport modes, including motorways of the sea, would the Commission agree that priority should be given to introducing distance-based charging on motorways for transiting HGVs weighing more than 3.5 tonnes?