

CER on Eurovignette

23 November 2017, European Parliament, Committee on
Transport and Tourism

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2011 Transport White Paper

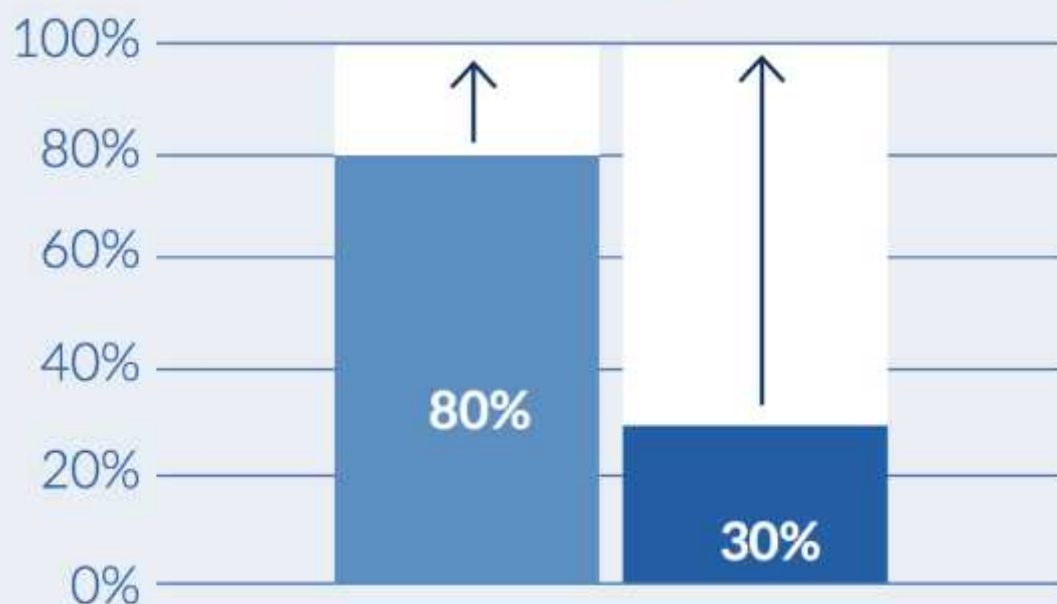
- Full **mandatory internalisation** of external costs by 2020
- The Commission proposal falls short of this ambition

The EU Treaty

- The **polluter-pays principle** is enshrined in the Treaty (TFEU, Art. 191)
- With the user-pays principle, it is necessary for socially optimal, efficient provision of transport

- On average, trucks pay only 30% of their total infrastructure and external costs
- On motorways, 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

CER welcomes several elements:

- To replace external-cost charging caps by reference values, for facilitated charging
- To make HDVs external-cost charging mandatory if they're tolled
- To make tolling of all HDVs mandatory where trucks are tolled already
- To phase out time-based charges
- To allow a genuine congestion charge
- To earmark congestion charges for collective transport
- To relax conditions for mark-ups that help finance TEN-T corridors

CER proposes the following improvements:

- Make distance-based charging mandatory on all major roads
- Promote external-cost charging by reducing scope for exemptions
- Earmark available external-cost charging revenue to develop cleaner transport modes
- Prevent a decrease of toll revenue and ensure direct-cost coverage (as EU law requires for rail) also for zero-emission road vehicles

Thank You

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