

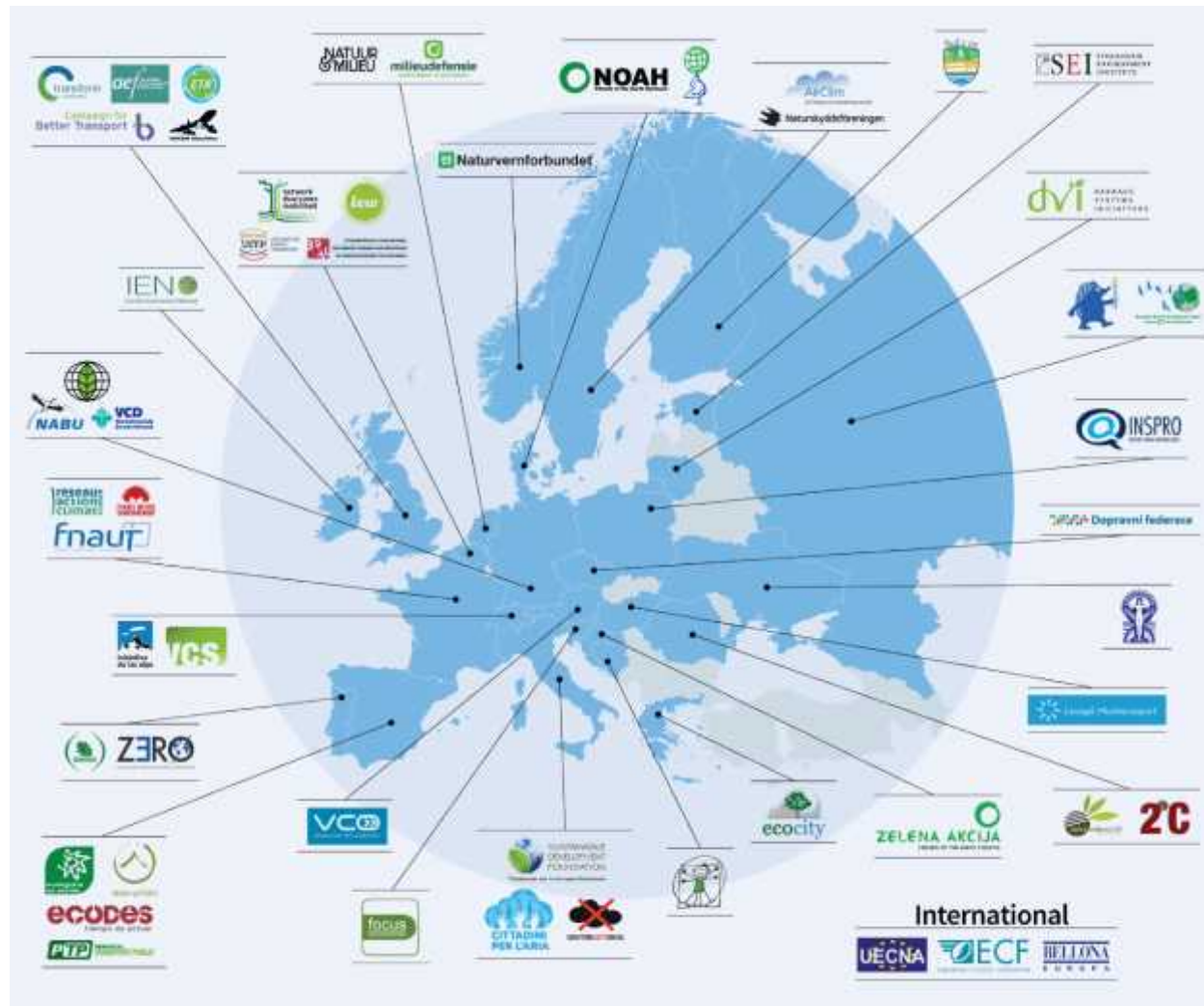
EUROVIGNETTE DIRECTIVE REVISION



23th NOVEMBER 2017

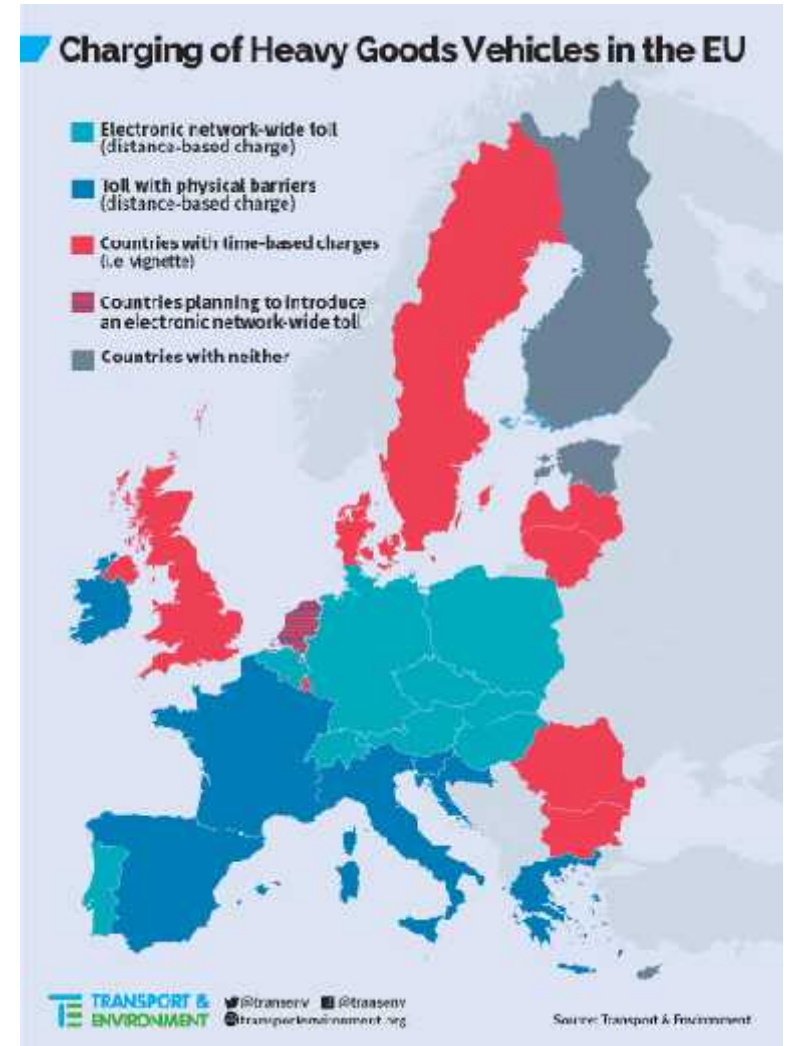
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53 MEMBERS IN 26 COUNTRIES



ROAD CHARGING – AN EU SUCCESS STORY

- Since 1999 nine countries introduced HGV charging
 1. Drives uptake of clean vehicles
 2. Improves logistics efficiency
 3. Improves level playing field
 4. Significant source of revenue
 5. No negative economic impacts

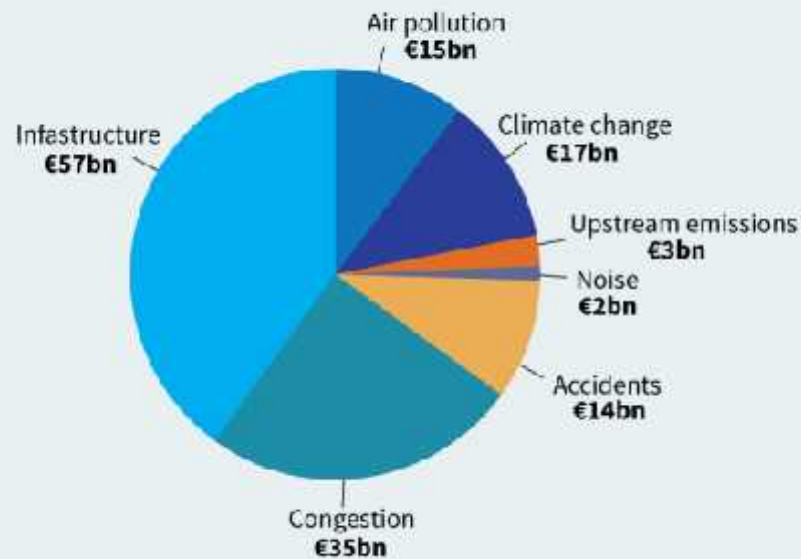




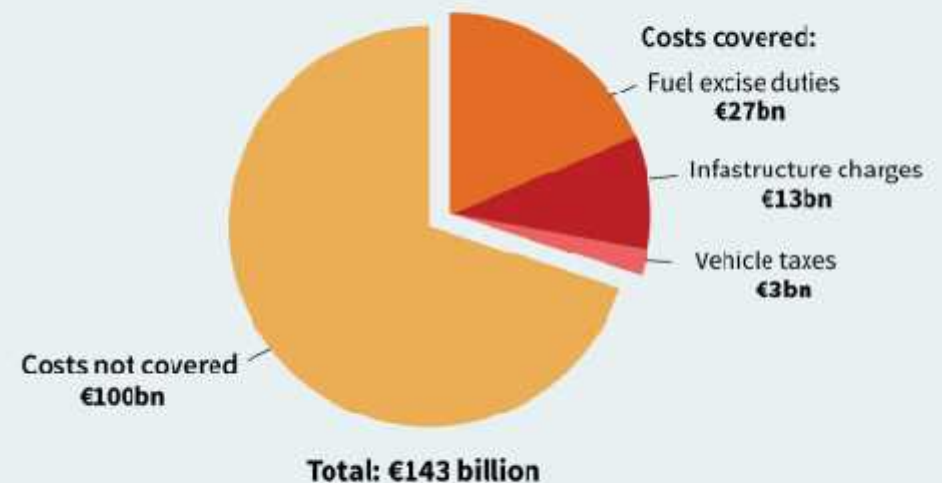
FOUR PROPOSALS TO IMPROVE EU ROAD CHARGING

1. HEAVY GOODS VEHICLES

The external costs of heavy goods vehicles (in bn euro)



How much of the external costs of trucks are being covered?



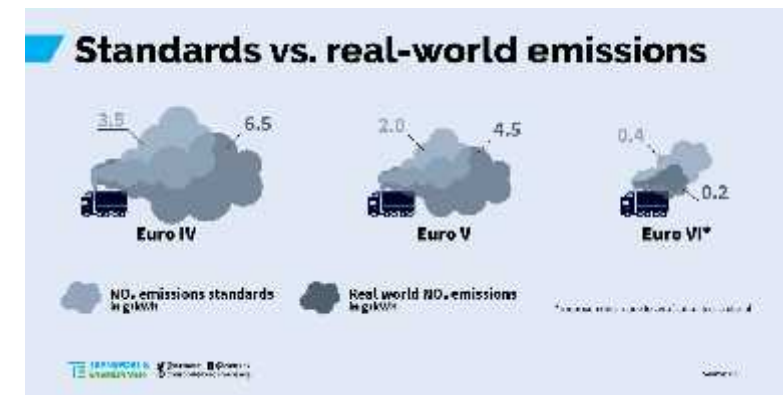
RECOMMENDATIONS

1. Phase out vignettes

- Provide no steer
- Discriminatory by design

2. Mandate and expand external cost charging:

- Mandatory on all (tolled) roads
 - Improve cost coverage
 - Uniform price signal
- Include accident costs in EC “bundle”



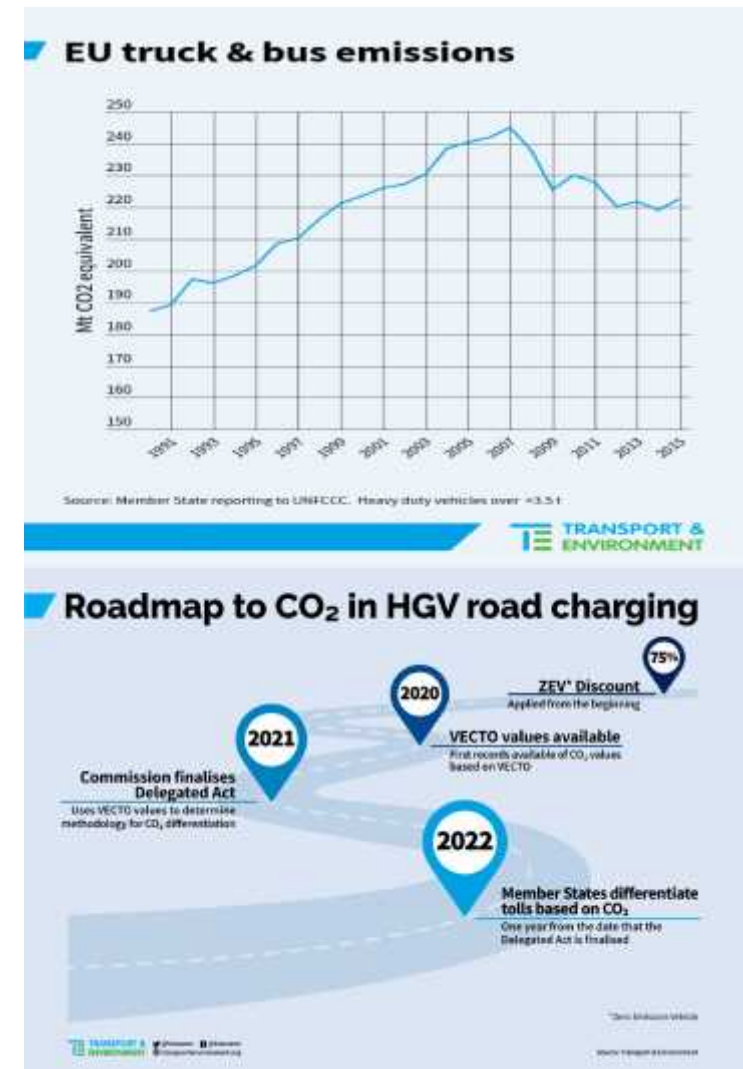
2. TACKLING THE NEW CHALLENGE: CO₂

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- Freight growth and stagnant efficiency
- Lack of proper fiscal instruments/incentives
- Encourage purchase and use of cleanest vehicles; complement CO₂ standards.

Solution:

- Differentiate charges according to CO₂ – from adoption of delegated act
- 75% discount for zero emission trucks - immediately



3. VANS

7 reasons for vans' popularity:

1. No special driving license
2. **No road charges**
3. No tachograph
4. No speed limiter
5. No work/rest times
6. Unenforced weight limits
7. Access to the profession requirements



4. A FUTURE PROOF CHARGING FRAMEWORK FOR CARS



1. Vignettes are discriminatory and ineffective
2. Kilometre charging is “secret weapon” in fight against congestion
3. In a world of automated, electrified mobility road charging is essential

T&E RECOMMENDATIONS

1. Phase out vignettes; mandate HGV external cost charging
2. CO₂ differentiation and 75% discount for zero emission trucks
3. Towards mandatory road charging for vans
4. Phase out vignettes for cars