Road transport: the charging of heavy goods vehicles for the use of certain infrastructures, Eurovignette

1996/0182(COD) - 10/01/2013 - Follow-up document

The Commission presents a staff working document containing an ex-post evaluation analysis of the effects of Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures.

The analysis bears in mind the strategy outlined in the 2011 Transport White Paper to move towards the full application of the 'user pays' and 'polluter pays' principles. The ex-post evaluation, which primarily is based on information provided by Member States supplemented by information obtained from research literature, provides conclusions as to whether the key objectives of the Directive were achieved. They also highlight possible gaps, which remain to be addressed in line with the above-mentioned strategy.

The report notes that Directive 2011/76/EU which recently amended Directive 1999/62/EC has now created an opportunity for Member States to move towards a higher degree of internalisation of external costs generated by heavy goods vehicles. The new Directive gives Member States the option of charging heavy goods vehicles for the costs of air and noise pollution they generate. The opportunity for a wider differentiation of toll rates according to the time of road use allows road operators to better manage traffic and reduce congestion. Additionally, the new Directive provides a strong incentive to earmark some of the tolling revenues to contribute to the financing of projects for alternative transport infrastructure, innovative clean transport systems or safe parking areas.

A separate assessment will be made of this Directive with a view to highlighting any areas that may need to be addressed in accordance with the strategy of the 2011 Transport White Paper to move towards the full application of the 'user pays' and 'polluter pays' principles.