



**2017/0115(CNS)**

20.12.2017

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## **DRAFT REPORT**

on the proposal for a Council directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation  
(COM(2017)0276 – C8-0196/2017 – 2017/0115(CNS))

Committee on Transport and Tourism

Rapporteur: Deirdre Clune

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a Council directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation  
(COM(2017)0276 – C8-0196/2017 – 2017/0115(CNS))**

**(Special legislative procedure – consultation)**

*The European Parliament,*

- having regard to the Commission proposal to the Council (COM(2017)0276),
  - having regard to Article 113 of the Treaty on the Functioning of the European Union, pursuant to which the Council consulted Parliament (C8-0196/2017),
  - having regard to Rule 78c of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism and opinion of the Committee on Economic and Monetary Affairs (A8-0000/2018),
1. Approves the Commission proposal as amended;
  2. Calls on the Commission to alter its proposal accordingly, in accordance with Article 293(2) of the Treaty on the Functioning of the European Union;
  3. Calls on the Council to notify Parliament if it intends to depart from the text approved by Parliament;
  4. Asks the Council to consult Parliament again if it intends to substantially amend the Commission proposal;
  5. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

### **Amendment 1**

#### **Proposal for a directive**

#### **Recital 4**

*Text proposed by the Commission*

(4) The application of vehicle taxes represents a cost the industry must so far bear in any event, even if tolls were to be levied by Member States. Therefore, vehicle taxes may act as an obstacle to the introduction of tolls.

*Amendment*

(4) The application of vehicle taxes represents a cost the industry, **and in particular SME's**, must so far bear in any event, even if tolls were to be levied by Member States. Therefore, vehicle taxes may act as an obstacle to the introduction of tolls.

**Amendment 2****Proposal for a directive****Recital 5**

*Text proposed by the Commission*

(5) **Therefore**, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual.

*Amendment*

(5) **With particular regard to the introduction of a distance-based toll**, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual **and should try to avoid placing any additional administrative burdens on the Member States**.

Or. en

*Justification*

*According to Euler-Hermes (2015), current profit margins are as low as 1% for SMEs. Given that vehicle tax represents a cost that industry, including hauliers that are SME's must pay regardless of the toll levied, there is due reason for concern over the impact of this double charging. Even if an operator can transfer most of the associated costs from a toll to the client, there is still a risk that due to the remaining vehicle taxation, that they are subject to not insignificant added costs.*

**Amendment 3****Proposal for a directive****Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

**(5a) In order to afford Member States greater discretion to reduce their rate of vehicle taxation in order to support the introduction of distance-based tolls and to avoid any potential administrative**

*burdens, the minimum rates of taxation should be reduced in one step from 1 January 2024, giving the Member States the greatest flexibility in deciding on the rate and speed of reduction.*

Or. en

#### **Amendment 4**

**Proposal for a directive**  
**Annex I – paragraph 1 – point a**  
Directive 1999/62/EC  
Annex I – title

*Text proposed by the Commission*

*Amendment*

**Table A: MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES UNTIL 31 DECEMBER [...]” [insert year of entry into force of this Directive];** *deleted*

Or. en

#### *Justification*

*To provide Member States with greater flexibility, it is proposed to reduce the minimum rates of taxation in one-step as of 1 January 2024 instead of the gradual reduction of five steps as proposed by the Commission.*

#### **Amendment 5**

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – table B

*Text proposed by the Commission*

*Amendment*

**“Table B: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] insert the year following the year of entry into force of this directive]** *deleted*

*Justification*

*To provide Member States with greater flexibility, it is proposed to reduce the minimum rates of taxation in one-step as of 1 January 2024 instead of the gradual reduction of five steps as proposed by the Commission.*

**Amendment 6****Proposal for a directive****Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – table C

*Text proposed by the Commission**Amendment*

***Table C: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]*** *deleted*  
*[insert the second year following the entry  
into force of this directive]*

*Justification*

*To provide Member States with greater flexibility, it is proposed to reduce the minimum rates of taxation in one-step as of 1 January 2024 instead of the gradual reduction of five steps as proposed by the Commission.*

**Amendment 7****Proposal for a directive****Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – table D

*Text proposed by the Commission**Amendment*

***Table D: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]*** *deleted*  
*[insert the third year following the entry  
into force of this directive]*



*Justification*

*To provide Member States with greater flexibility, it is proposed to reduce the minimum rates of taxation in one-step as of 1 January 2024 instead of the gradual reduction of five steps as proposed by the Commission.*

**Amendment 8****Proposal for a directive****Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – table E

*Text proposed by the Commission**Amendment*

**Table E: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...]**  
*[insert the fourth year following the entry into force of this directive]*

*deleted**Justification*

*To provide Member States with greater flexibility, it is proposed to reduce the minimum rates of taxation in one-step as of 1 January 2024 instead of the gradual reduction of five steps as proposed by the Commission.*

**Amendment 9****Proposal for a directive****Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – table F

*Text proposed by the Commission**Amendment*

**Table F: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...]**  
*[insert the fifth year following the entry into force of this directive]*

**Table F: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY 2024**

*Justification*

*To provide Member States with the greater flexibility, it is proposed to reduce minimum rates of taxation in one step as of 1 January 2024 instead of the gradual reduction in 5 steps as proposed by the Commission.*

## **EXPLANATORY STATEMENT**

### **The Commission Proposal**

While recognising the importance of road transport to the internal market, the Commission proposal aims to address some of the challenges posed by road transport, namely socio-economic and environmental issues such as air pollution, noise and congestion. The Commission believes that the introduction of distance-based road charging can help incentivise cleaner more efficient transport operations while also offering a fair deal for road users and in financing the required infrastructure. The Eurovignette Directive (1999/62/EC) already contains a detailed legal framework for charging heavy goods vehicles (HGV's), the Directive sets minimum rates of vehicle tax for HGV's in addition to providing detailed rules for infrastructure charging.

The Commission believes that vehicle taxes do not reflect any particular use of the associated infrastructure and as a result they are not an effective tool for incentivising cleaner transport operations or for reducing congestion. On the other hand, the Commission views tolls that are directly linked to actual road use as being more likely to achieve these objectives.

The proposal considers that vehicle taxes can represent a cost to industry regardless of whether or not a member state decides to use a toll or not. As a result of this, the Commission proposal recommends that member states should be given more scope to reduce their rates of vehicle taxation for HGVs below the minima that was originally established by Directive 1999/62/EC.

### **The Rapporteurs Position**

The rapporteur broadly welcomes and supports the Commission's proposal as being an improvement to Directive 1999/62/EC and agrees with its objective.

The rapporteur agrees that distance-based road pricing can play a key role in incentivising cleaner transport operations in a fair and equitable manner however believes that when it comes to the introduction of such a measure, the proposal should take into account specific national circumstances and extend flexibility to its adoption and implementation to the member state in question.

This is also true for the reduction of vehicle taxation. The rapporteur agrees and believes that where distance based road charging is being introduced, it is essential to also reduce the rate of vehicle taxation on HGV's taking into due consideration the potential for burdensome added costs on the transport industry and in particular SME's. In this regard, the rapporteur fully favours reducing the rate of taxation to 0 over a five year period; however, the rapporteur finds it important to simplify this proposed flexibility so that it doesn't represent an administrative burden for a member state.