



2017/0114(COD)

8.1.2018

*****I**

DRAFT REPORT

on the proposal for a directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

Committee on Transport and Tourism

Rapporteur: Christine Revault d'Allonnes Bonnefoy

Rapporteur for the opinion (*):
Seb Dance, Committee on the Environment, Public Health and Food Safety

(*) Associated committee – Rule 54 of the Rules of Procedure

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 directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures

(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2017)0275),
 - having regard to Article 294(2) and Article 91(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the Austrian Senate, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of 18 October 2017¹,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism and the opinions of the Committee on the Environment, Public Health and Food Safety and the Committee on Economic and Monetary Affairs (A8-0000/2018),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

Proposal for a directive Recital 3

¹ OJ C 00, 0.0.0000, p. 0.

(3) All heavy duty vehicles have significant impact on road infrastructure and contribute to air pollution, while light duty vehicles are at the source of the majority of the negative environmental and social impacts from road transport related to emissions and congestion. In the interest of equal treatment and fair competition, it should be ensured that vehicles so far not covered by the framework set out in Directive 1999/62/EC of the European Parliament and of the Council¹⁵ in respect of tolls and user charges are included into this framework. The scope of that Directive should therefore be extended to heavy duty vehicles other than those intended for the carriage of goods and to light duty vehicles, **including** passenger cars.

(3) All heavy duty vehicles have significant impact on road infrastructure and contribute to air pollution, while light duty vehicles are at the source of the majority of the negative environmental and social impacts from road transport related to emissions and congestion. In the interest of equal treatment and fair competition, it should be ensured that vehicles so far not covered by the framework set out in Directive 1999/62/EC of the European Parliament and of the Council¹⁵ in respect of tolls and user charges are included into this framework. The scope of that Directive should therefore be extended to heavy duty vehicles other than those intended for the carriage of goods and to light duty vehicles, passenger cars **and motorcycles**. ***In the interest of equal treatment, it should also be ensured that charges are applied in a non-discriminatory manner, on the basis of category of vehicle, and differently, depending on vehicle impact on infrastructures and on the environment and society, and on the socioeconomic circumstances of certain users with no other choice but to go by road to their place of employment.***

¹⁵ Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).

¹⁵ Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).

Or. fr

Amendment 2

Proposal for a directive Recital 3 a (new)

(3a) *To establish an internal market in road transport with a level playing field, rules should be applied uniformly. One of the main aims of this Directive is to eliminate distortions of competition between users. Accordingly, vans carrying goods by road ought to be included in the scope of charges applied to heavy duty vehicles.*

Or. fr

Amendment 3

Proposal for a directive Recital 3 b (new)

(3b) *In order to guarantee that such a measure is proportionate, it is important to target only vans used to carry goods by road that are regulated by Regulations (EU) Nos 1071/2009^{1a} and 1072/2009^{1b} of the European Parliament and of the Council and by Regulation (EU) No 165/2014 of the European Parliament and of the Council^{1c}.*

^{1a} *Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).*

^{1b} *Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p. 72).*

^{1c} *Regulation (EU) No 165/2014 of the European Parliament and of the Council*

of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).

Or. fr

Amendment 4

Proposal for a directive Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) The development and/or maintenance of charging schemes based on distance travelled should go hand in hand with the designation of an independent supervisory authority in each Member State in order to check the proper operation of national charging schemes so as to guarantee transparency and non-discrimination and verify that toll rates and the use made of toll revenues are in accordance with the provisions of this Directive. Each Member State should be able to designate the independent supervisory authority in keeping with the specific characteristics of its national network.

Or. fr

Amendment 5

Proposal for a directive Recital 4 b (new)

Text proposed by the Commission

Amendment

(4b) To ensure that this Directive is properly applied, the purpose of the contractual frameworks governing concession contracts for road charge collection should be to make it easier, with due regard for Directive 2014/23/EU of the European Parliament and of the Council^{1a}, to bring those contracts into line with changes in the Union's regulatory framework.

^{1a} Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).

Or. fr

Amendment 6

Proposal for a directive Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) To ensure that future road charging schemes are accepted by users, in particular as regards social inclusion and social acceptability, Member States should be encouraged to take account of socioeconomic factors when applying road infrastructure charging schemes for passenger cars.

Or. fr

Amendment 7

Proposal for a directive Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) Vehicle taxes may act as an obstacle to the introduction of tolls. To provide backing for the introduction of tolls, Member States should have greater leeway to lower vehicle taxes quickly, meaning a reduction, as soon as possible, of the minimum rates set out in Directive 1999/62/EC.

Or. fr

Amendment 8

Proposal for a directive

Recital 5 c (new)

Text proposed by the Commission

Amendment

(5c) To ensure harmonised application of the provisions of this Directive and monitor its impact on the functioning of the European area of free movement and on the interoperability of toll systems, the supervision thereof should be entrusted to a European road transport agency. That agency would be tasked inter alia with monitoring implementation of the provisions of this Directive and could act in the event of distortions of the proper functioning of the internal road-transport market or in the event of obstacles to the free movement of passengers.

Or. fr

Amendment 9

Proposal for a directive

Recital 8

Text proposed by the Commission

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable reference values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Amendment

(8) To this effect, the ***possibility of applying an external-cost charge on networks not covered by an infrastructure charge should be introduced and the*** maximum weighted average external-cost charges should be replaced by readily applicable reference values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Or. fr

Amendment 10

**Proposal for a directive
Recital 8 a (new)**

Text proposed by the Commission

(8a) To help realise the transport White Paper objective of moving towards full application of the ‘polluter pays’ principle, it should be ensured that, on networks covered by an infrastructure charge, an external-cost charge is applied for heavy duty vehicles and vans carrying goods by road.

Amendment

(8a) ***To help realise the transport White Paper objective of moving towards full application of the ‘polluter pays’ principle, it should be ensured that, on networks covered by an infrastructure charge, an external-cost charge is applied for heavy duty vehicles and vans carrying goods by road.***

Or. fr

Amendment 11

**Proposal for a directive
Recital 12**

Text proposed by the Commission

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply significantly

Amendment

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply significantly

reduced road tolls and user charges to those vehicles.

reduced road tolls and user charges to those vehicles. *To facilitate and speed up the implementation of such schemes, those reductions ought to be applied regardless of the entry into force of Commission Regulation (EU) .../... implementing Regulation (EU) No 595/2009 as regards the certification of the CO² emissions and fuel consumption of heavy-duty vehicles.*

Or. fr

Amendment 12

Proposal for a directive Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) In view of the high external costs of accidents, which amount to tens of billions of euros a year, Member States should be given the possibility, in connection with the provisions on the average social cost of fatal and serious accidents under Directive 2008/96/EC of the European Parliament and of the Council, of better internalising costs not covered by insurance arrangements, a proportion of which would be met by the relevant social security scheme and/or by society as a whole, such as the administrative costs of public services drawn on, certain costs of medical services drawn on, and human capital losses and the cost of physical and psychological harm.

^{1a} Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

Or. fr

Amendment 13

Proposal for a directive Recital 16

Text proposed by the Commission

(16) Mark-ups added to the infrastructure charge could also provide a useful contribution to addressing problems related to significant environmental damage or congestion caused by the use of certain roads, not only within mountainous areas. ***The current restriction of mark-ups to such areas should therefore be removed.*** In order to avoid double charging of users, mark-ups should be ***excluded*** on road sections on which a congestion charge is applied.

Amendment

Mark-ups added to the infrastructure charge could also provide a useful contribution to addressing problems related to significant environmental damage or congestion caused by the use of certain roads, not only within mountainous areas. ***Mark-ups should therefore be facilitated by removing the current restrictions limiting them to such areas, as should the allocation thereof to projects within the core network of the trans-European transport network.*** In order to avoid double charging of users, mark-ups should be ***more strictly limited*** on road sections on which a congestion charge is applied. ***The maximum level should also be adapted to differing circumstances.***

Or. fr

Amendment 14

Proposal for a directive Recital 19

Text proposed by the Commission

(19) Road charges ***can*** mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. ***It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to require that they adequately*** report on the use of such revenues. That should in particular help identifying possible financing gaps, ***and raising the*** public acceptance of road charging.

Amendment

(19) Road charges mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure ***and services. The use for which revenues from road charges are allocated should be guaranteed accordingly and, to that end, Member States should be incentivised to*** report on the use of such revenues. That should in particular help ***in*** identifying possible financing gaps, ***making distance-based charging schemes more acceptable***

and increasing public acceptance of road charging.

Or. fr

Amendment 15

Proposal for a directive Recital 21

Text proposed by the Commission

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles *and passenger cars* to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts

systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

Or. fr

Amendment 16

Proposal for a directive

Article 1 – paragraph 1 – point 1

Directive 1999/62/EC

Title

Text proposed by the Commission

Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of vehicles for the use of road infrastructures;

Amendment

(Does not affect the English version.)

Or. fr

Amendment 17

Proposal for a directive

Article 1 – paragraph 1 – point 1a (new)

Directive 1999/62/EC

Article 2 – point 1 a (new)

Text proposed by the Commission

Amendment

(1a) ‘secondary roads’ means roads to which traffic may be diverted from the trans-European road network and which are in direct competition with certain parts of that network; it includes the urban transit sections of those roads;

Or. fr

Amendment 18

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 6

Text proposed by the Commission

(6) ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising ***an infrastructure charge, and as the case may be*** a congestion charge or an external-cost charge ***or both***;

Amendment

(6) ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising ***one or more of the following charges: an infrastructure charge***, a congestion charge or an external-cost charge;

Or. fr

Amendment 19

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 8 a (new)

Text proposed by the Commission

Amendment

(8a) ‘charge for external costs of traffic accidents’ means a charge on vehicles in order to recover the social costs of traffic accidents not covered by risk insurance arrangements;

Or. fr

Justification

This definition should be added to reflect the proposal, in connection with external-cost charges and Annex III, to make it possible for Member States that wish to do so to introduce charges for external costs of traffic accidents.

Amendment 20

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 13

Text proposed by the Commission

13) ‘weighted average infrastructure charge’ means the total revenue of an infrastructure charge over a given period divided by the number of **heavy duty** vehicle kilometres travelled on the road sections subject to the charge during that period;

Amendment

13) ‘weighted average infrastructure charge’ means the total revenue of an infrastructure charge over a given period divided by the number of vehicle kilometres travelled on the road sections **subject to the charge during that period and by the number of vehicles** subject to the charge during that period;

Or. fr

Justification

This modifies the definition of infrastructure charge to reflect extending the scope of the directive to include all vehicles.

Amendment 21

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 15

Text proposed by the Commission

15) ‘vehicle’ means a motor vehicle, with **four** wheels or more, or articulated vehicle combination intended or used for the carriage by road of passengers or goods;

Amendment

15) ‘vehicle’ means a motor vehicle, with **two** wheels or more, or articulated vehicle combination intended or used for the carriage by road of passengers or goods;

Or. fr

Amendment 22

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC
Article 2 point 18 a (new)

Text proposed by the Commission

Amendment

(18a) ‘light vehicle’ means a light duty vehicle, a passenger car or a motorcycle;

Or. fr

Amendment 23

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 point 19

Text proposed by the Commission

Amendment

19) ‘light duty vehicle’ means a *passenger car, a minibus* or van;

19) ‘light duty vehicle’ means a *minibus, a van, or a van intended for the carriage of goods;*

Or. fr

Amendment 24

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – point 22

Text proposed by the Commission

Amendment

22) ‘van’ means a vehicle *intended for the carriage of goods, and* having a maximum permissible mass not exceeding 3,5 tonnes;

22) ‘van’ means a vehicle having a maximum permissible mass not exceeding 3,5 tonnes;

Or. fr

Amendment 25

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 22 a (new)

Text proposed by the Commission

Amendment

(22a) ‘van intended for the carriage of goods’ means a vehicle with a maximum permissible laden mass of between 2.4 and 3.5 tonnes and a height of more than 2 metres;

Or. fr

Amendment 26

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 point 23 a (new)

Text proposed by the Commission

Amendment

(23a) ‘motorcycle’ means a two-wheeled vehicle, with or without side-car, and any tricycle and any quadricycle in categories L3e, L4e, L5e, L6e and L7e referred to in Regulation (EU) No 168/2013;

Or. fr

Amendment 27

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – point 29

Text proposed by the Commission

Amendment

(29) ‘substantially amended tolling or charging arrangement’ means a tolling or charging arrangement, which has been

(29) ‘substantially amended tolling or charging arrangement’ means a tolling or charging arrangement, which has been

amended in such a way that costs or revenues are affected by at least **5%** in comparison with the previous year, after correcting for inflation measured by changes in the EU-wide Harmonised Index of Consumer Prices, and excluding energy and unprocessed food, as published by the Commission (Eurostat).

amended in such a way that costs or revenues are affected by at least **15%** in comparison with the previous year, after correcting for inflation measured by changes in the EU-wide Harmonised Index of Consumer Prices, and excluding energy and unprocessed food, as published by the Commission (Eurostat).

Or. fr

Justification

Il convient d'éviter une définition trop restrictive des modifications substantielles afin d'éviter un alourdissement excessif de la charge administrative pour les autorités compétentes. Cet amendement vise à faciliter les modulations des systèmes de péage, notamment afin d'appliquer plus facilement les dispositions de la présente directive, en évitant que toutes les modifications des dispositifs de péage soient notifiées à la Commission. Cet amendement permet également de mieux aligner la définition des modifications substantielles avec la Directive 2014/23/UE sur l'attribution de contrats de concession.

Amendment 28

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – third subparagraph (new)

Text proposed by the Commission

Amendment

'Member States' means all Member State authorities, i.e. central-government authorities, authorities within a federal state and other territorial authorities empowered to ensure compliance with Union law.

Or. fr

Amendment 29

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 1

Text proposed by the Commission

1. Without prejudice to Article 9 (1a), Member States may maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of motorways which are not part of the trans-European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

Amendment

1. Without prejudice to Article 9 (1a), Member States may maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of motorways **and their network of secondary roads** which are not part of the trans-European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

Or. fr

Justification

The scope should be extended to include the secondary-road network.

Amendment 30

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Without prejudice to paragraph 9, no later than 1 January 2024 Member States levying user charges for heavy duty vehicles shall introduce infrastructure charges for heavy duty vehicles on trans-European network roads and on any other section of their network of motorways subject to user charges before the date laid down in paragraph 6.

Or. fr

Justification

In its impact assessment, the Commission assumes that Member States no longer able to maintain user charges for heavy goods vehicles will introduce tolls for those vehicles. This amendment seeks to ensure that that is indeed the case on networks subject to user charges for heavy goods vehicles.

Amendment 31

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 7

Text proposed by the Commission

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light **duty** vehicles. User charges introduced before that date shall be phased out by 31 December **2027**.

Amendment

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light vehicles. User charges introduced before that date **for vans intended for the carriage of goods** shall be phased out by 31 December **2023**. **User charges introduced before that date for other light vehicles shall be phased out by 31 December 2025.**

Or. fr

Justification

A distinction should be made between vans intended for the carriage of goods and passenger cars as regards the phasing out of user charges, the objective being to eliminate distortions of competitions on the internal road-haulage market by bringing provisions on goods vans and on heavy duty vehicles into line with each other. The phasing out of vignettes for light vehicles should also be brought forward.

Amendment 32

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 9

Text proposed by the Commission

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles.

Amendment

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles, **as well as to all vans intended for the carriage of goods that are fitted with recording equipment pursuant to Regulation (EU) No 165/2014.**

Justification

The objective is to eliminate distortions of competitions on the internal road-haulage market by bringing provisions on goods vans and on heavy duty vehicles into line with each other. In order to guarantee that the measure is proportionate, only goods vans fitted with a tachograph should be targeted.

Amendment 33**Proposal for a directive****Article 1 – paragraph 1 – point 3**

Directive 1999/62/EC

Article 7 – paragraph 10

Text proposed by the Commission

Tolls and user charges for heavy duty vehicles on the one hand and for light *duty* vehicles on the other may be introduced or maintained independently from one another.

Amendment

Until 31 December 2025, tolls and user charges for heavy duty vehicles *and vans intended for the carriage of goods*, on the one hand, and for light vehicles, on the other, may be introduced or maintained independently from one another.

Or. fr

Amendment 34**Proposal for a directive****Article 1 – paragraph 1 – point 3**

Directive 1999/62/EC

Article 7 paragraph 11 (new)

*Text proposed by the Commission**Amendment*

From 1 January 2026, an infrastructure charge imposed on any section of the road network referred to in Article 7(1) shall apply in a non-discriminatory manner to all vehicle categories in accordance with Annex III.

Or. fr

Amendment 35

Proposal for a directive

Article 1 – paragraph 1 – point 4 a (new) Directive 1999/62/EC

Article 7 b – paragraph 3 (new)

Text proposed by the Commission

Amendment

(4a) the following paragraph is added to Article 7b:

3. The motorway sections on which an infrastructure charge is applied shall have the necessary infrastructure and safe and secure parking areas with suitable facilities to ensure traffic safety for all users and ensure compliance with the obligations laid down in Regulation (EU) No 561/2006.

Or. fr

Justification

Motorway networks covered by an infrastructure charge ought to make it possible for road hauliers to comply in full with the obligations laid down in the regulation on rest periods and driving times and ensure a high level of road safety for all users.

Amendment 36

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7 c – paragraph 1 – second subparagraph

Text proposed by the Commission

Amendment

For heavy duty vehicles, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa **and shall respect** the reference values set out in Annex IIIb.

The external-cost charge for traffic-based air or noise pollution shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa, **taking account of** the reference values set out in Annex IIIb.

Or. fr

Justification

The reference values in Annex IIIb can be brought into line, if necessary, with the specific

characteristics of territorial units. Annex IIIb also contains reference values for light vehicles.

Amendment 37

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7 c – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. In accordance with the methods referred to in Annex IIIb, Member States may maintain or introduce an external-cost charge for traffic accidents.

Or. fr

Amendment 38

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7 c – paragraph 5

Text proposed by the Commission

Amendment

5. From 1 January 2021, Member States that levy tolls shall apply an external-cost charge to heavy duty vehicles on at least the part of the network referred to in Article 7(1) **where environmental damage generated by heavy duty vehicles is higher than the average environmental damage generated by heavy duty vehicles defined** in accordance with relevant reporting requirements referred to in Annex IIIa.";

5. From 1 January 2021, Member States that levy tolls shall apply an external-cost charge - **for traffic-based air or noise pollution** - to heavy duty vehicles **and to vans intended for the carriage of goods** on at least the part of the network referred to in Article 7(1) **that is covered by an infrastructure charge**, in accordance with relevant reporting requirements referred to in Annex IIIa.";

Or. fr

Justification

The Commission wording on road sections subject to mandatory introduction of an external-cost charge should be clarified. Accordingly, and to realise the White Paper objective of fully

applying the 'polluter pays' principle, an external-cost charge should be introduced on road networks covered by an infrastructure charge.

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7 c – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. From 1 January 2026 onwards, an external-cost charge imposed on any section of the road network referred to in Article 7(1) shall apply in a non-discriminatory manner to all vehicle categories.

Or. fr

Amendment 40

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7 c – paragraph 5 b (new)

Text proposed by the Commission

Amendment

5b. External-cost charges may be introduced or maintained on road network sections not covered by infrastructure charges.

Or. fr

Amendment 41

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 1999/62/EC

Article 7 da – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Congestion charges may be introduced or maintained independently from infrastructure charges.

Or. fr

Amendment 42

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 1999/62/EC

Article 7 da – paragraph 5

Text proposed by the Commission

Amendment

5. Member States shall put in place adequate mechanisms for monitoring the impact of congestion charges and for reviewing the level thereof. ***They shall review the level of charges regularly, at least every three years, to ensure that they are not higher than the cost of congestion occurring in that Member State and generated on those road sections, which are subject to the congestion charge.***";

5. Member States shall put in place adequate mechanisms for monitoring the impact of congestion charges and for reviewing the level thereof regularly.";

Or. fr

Justification

The amendment seeks to simply the introduction of congestion charges.

Amendment 43

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – point a

Text proposed by the Commission

Amendment

a) the revenue generated from the mark-up is invested in financing the construction of transport infrastructure of the **core** network identified in accordance with Chapter **III** of Regulation (EU) No 1315/2013, which contribute directly to the alleviation of the congestion or environmental damage and which are located in the same corridor as the road section on which the mark-up is applied;

(a) the revenue generated from the mark-up is invested in financing the construction of transport infrastructure of the **comprehensive** network identified in accordance with Chapter **II** of Regulation (EU) No 1315/2013 **or transport services** which contribute directly to the alleviation of the congestion or environmental damage and which are located in the same corridor as the road section on which the mark-up is applied;

Or. fr

Justification

The amendment seeks to simplify the introduction of mark-ups and extend the networks for which mark-up revenues can be earmarked.

Amendment 44

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – point b

Text proposed by the Commission

Amendment

b) the mark-up does not exceed **15** % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, **except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %**;

b) the mark-up does not exceed **25** % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e;

Or. fr

Justification

The amendment seeks to simplify the introduction of mark-ups by laying down a single mark-up rate of 25% irrespective of any earmarking of revenue.

Amendment 45

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the mark-up, where applied to tolling systems referred to in Article 7e(3), is not regarded as a substantial amendment as defined in Article 2.

Or. fr

Justification

The amendment seeks to simplify the regulatory framework governing the introduction of mark-up arrangements for existing tolls.

Amendment 46

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – point 7

Text proposed by the Commission

Amendment

1 bis. In case of new cross-border projects, mark-ups may only be added if all Member States involved in such project agree. ***deleted***

Or. fr

Justification

The amendment seeks to simplify the regulatory framework governing the introduction of mark-up arrangements for existing tolls.

Amendment 47

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – paragraph 4

Text proposed by the Commission

Amendment

4. *The amount of the mark-up shall be deducted from the amount of the external-cost charge calculated in accordance with Article 7c, except for vehicles of EURO emission classes 0, I and II from 15 October 2011, III and IV from 1 January 2015, V from 1 January 2019, and VI from January 2023 onwards. All revenues generated by the simultaneous application of the mark-up and the external cost charges shall be invested in financing the construction of core network corridors listed in Part I of Annex I to Regulation (EU) No 1316/2013.* **deleted**

Or. fr

Justification

The amendment seeks to simplify the regulatory framework governing the introduction of mark-up arrangements for existing tolls.

Amendment 48

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 5

Text proposed by the Commission

Amendment

A mark-up *may not be applied* on road sections where a congestion charge is applied.

The mark-up shall not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7 and Article 7b(1) on road sections where a congestion charge is applied.;

Or. fr

Justification

Congestion charges and mark-ups are different in nature and do not serve the same purpose. Accordingly, it should be made possible to combine these charging arrangements while more strictly regulating mark-ups on networks subject to a congestion charge.

Amendment 49

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – paragraph 4

Text proposed by the Commission

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. ***Zero-emission vehicles shall benefit from infrastructure charges reduced by 75 % compared to the highest rate.***

Amendment

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions.

Or. fr

Amendment 50

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – paragraph 4

Text proposed by the Commission

Amendment

From ... [date of entry into force of this Directive], zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Or. fr

Justification

The amendment seeks to ensure that the reduction in charges on zero-emission vehicles comes

into force as soon as possible, before the entry into force of the Commission Regulation (EU) implementing Regulation (EU) No 595/2009 as regards the certification of the CO₂ emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council.

Amendment 51

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 1999/62/EC

Article 7ga – paragraph 1

Text proposed by the Commission

1. For light **duty** vehicles, until 31 December 2021, Member States may vary tolls and user charges according to the environmental performance of the vehicle.

Amendment

1. For light vehicles, until 31 December 2021, Member States may vary tolls and user charges according to the environmental performance of the vehicle.

Or. fr

Amendment 52

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 1999/62/EC

Article 7ga – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. From ... [date of entry into force of this Directive], zero-emission vehicles shall benefit from infrastructure charges reduced by 75 % compared to the highest rate.

Or. fr

Amendment 53

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point a a (new)

Directive 1999/62/CE

Article 7 h – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(aa) the following paragraph is inserted:

1a. The contractual framework governing relations between grantors and concessionaires shall seek to enable concession contracts to be brought into line with changes to the Union and/or national regulatory framework relating to the obligations laid down in Articles 7c, 7da, 7g and 7ga of this Directive.

Or. fr

Justification

It should be ensured that concession contracts can be brought into line with changes in the regulatory framework so as to prevent application of the arrangements under this Directive from being deferred to too great an extent, in particular as regards the requirement to vary infrastructure charges and apply external-cost charges.

Amendment 54

Proposal for a directive

Article 1 – paragraph 1 – point 10 – point a

Directive 1999/62/EC

Article 7 i – paragraph 2 – point c

Text proposed by the Commission

Amendment

c) such discounts or reductions do not exceed **13** % of the infrastructure charge paid by equivalent vehicles not eligible for the discount or reduction.";

c) such discounts or reductions do not exceed **20** % of the infrastructure charge paid by equivalent vehicles not eligible for the discount or reduction.";

Or. fr

Justification

This amendment seeks to give Member States greater flexibility to introduce reductions or discounts that reflect actual savings in administrative costs for treatment of frequent users by comparison with occasional users.

Amendment 55

Proposal for a directive

Article 1 – paragraph 1 – point 10 – point a

Directive 1999/62/EC

Article 7 i – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) for passenger cars that have to be used in order to travel to a place of employment, in particular on the outskirts of large urban areas, discounts or reductions may exceptionally be increased to 50%;

Or. fr

Justification

The amendment seeks to increase the social acceptability of tolls, in particular as regards social inclusion and territorial cohesion.

Amendment 56

Proposal for a directive

Article 1 – paragraph 1 – point 10 – point a a (new)

Directive 1999/62/EC

Article 7 i – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(aa) the following paragraph is inserted:

2a. Member States or competent authorities may introduce a kilometre-based flat-rate exemption on a specific road section that is of strategic importance for the economic development of peripheral regions, provided that:

(a) the kilometre-based flat-rate exemption applies to all vehicles in the vehicle category concerned;

(b) the kilometre-based flat-rate exemption is applied without discrimination, either directly or

indirectly, on the basis of vehicle registration number or starting point or destination of the transport operation;

(c) the resulting charging structure is proportionate, made public and available to users on equal terms and does not lead to additional costs being passed on to other users in the form of higher tolls;

This measure shall not apply to the toll systems referred to in Article 7e(3).

Or. fr

Justification

This amendment seeks to introduce and secure the legal principle of a kilometre-based flat-rate exemption on a specific road section in order to provide greater flexibility to apply toll systems differently, on the basis of territorial unit, and take account of circumstances in peripheral regions.

Amendment 57

Proposal for a directive

Article 1 – paragraph 1 – point 13 – point a

Directive 1999/62/EC

Article 7k

Text proposed by the Commission

(a) *in point (a) the reference to "Article 7(7)" is replaced by a reference to "Article 7a";*

Amendment

(a) *Article 8a is replaced by the following:*

Article 8a

Monitoring and reporting

1. Each Member State shall designate an independent supervisory authority for infrastructure charging that is tasked with ensuring compliance with this Directive.

2. The supervisory authority shall carry out economic and financial checks on concession contracts in order, in particular, to ensure compliance with the provisions of Article 7b.

3. Member States shall inform the Commission that the supervisory

authority has been designated.

Or. fr

Justification

This amendment seeks to ensure that, in each Member State, the system is transparent and the directive is properly applied. Such an independent authority already exists in a number of Member States, but the requirement should be extended to all Member States when toll systems become the norm after user charges have been phased out.

Amendment 58

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point a a (new)

Directive 1999/62/EC

Article 9 – point a a (new)

Text proposed by the Commission

Amendment

(aa) paragraph 2 is replaced by the following:

2. To enable the transport network to be developed as a whole, revenues generated from infrastructure charges shall be used to carry out road network maintenance and upkeep, improve road safety and optimise the entire transport system.

Revenues generated from external-cost charges, or the equivalent in financial value of those revenues, shall be used to make transport more sustainable, including one or more of the following:

(a) mitigating the effects of road transport pollution at source;

(b) financing sustainable modes of transport;

(c) improving the CO₂ and energy performance of vehicles;

(d) developing alternative-fuel infrastructures in accordance with Directive 2014/94/EU;

(e) supporting collective modes of

transport;

(f) optimising logistics to reduce the environmental impact of transport.

3. Revenues from infrastructure charges and external-cost charges shall be used on the territory containing the road section on which the charges are applied.

Or. fr

Justification

It should be ensured that revenues from infrastructure charges are earmarked for the upkeep of road networks and optimisation of the transport network as a whole and that revenues from external-cost charges are earmarked for the shift to low-emissions mobility.

Amendment 59

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point b a (new) Directive 1999/62/EC

Article 9 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the following paragraph is inserted:

4. The purpose and use of infrastructure charges and external-cost charges shall be transparent and clear for road users.

The infrastructure manager or competent authority shall install large display hoardings at visible locations, such as on approaches to the infrastructure concerned, in order to provide road users with appropriate information.

Display hoardings shall provide:

(a) clear information on the total tolls and external-cost charges levied each year on the infrastructure concerned;

(b) information on revenues from infrastructure charges and external-cost charges that have been invested in

making improvements to roads or other transport infrastructure facilities or services;

(c) information on the annual outcome of investment in terms of reduced congestion and reduced emissions per infrastructure kilometre.

The information provided should be updated at least once a year.

Or. fr

Amendment 60

Proposal for a directive

Article 1 – paragraph 1 – point 18 (new)

Directive 1999/62/EC

Article 11 – paragraph 2 – point j (new)

Text proposed by the Commission

Amendment

(j) an inventory of what the infrastructure offers in terms of safe and secure parking areas with appropriate facilities to meet the requirements laid down in Regulation (EU) No 561/2006.

Or. fr

Amendment 61

Proposal for a directive

Article 1 – paragraph 1 – point 18 (new)

Directive 1999/62/EC

Article 11 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. Five years after the entry into force of this Directive, the Commission shall submit a report on changes in the market share of zero-emission vehicles and shall revise accordingly, if necessary, the reduction applied to those vehicles by

Amendment 62

Proposal for a directive

Annex I – point 1 – point b – point i – indent 1

Directive 1999/62/EC

Annexe III – section 2 – point 2.1 – indent 6

Text proposed by the Commission

— Costs shall be apportioned to heavy duty vehicles on an objective and transparent basis taking account of the proportion of **heavy duty** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Amendment

— Costs shall be apportioned to heavy duty vehicles **and light vehicles** on an objective and transparent basis taking account of the proportion of vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Amendment 63

Proposal for a directive

Annex I – point 1 – point b – point i – indent 2

Directive 1999/62/EC

Annex III – section 2 – point 2.2 – indent 2

Text proposed by the Commission

— Such costs shall be apportioned between heavy duty vehicles and **other traffic** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.’;

Amendment

— Such costs shall be apportioned between heavy duty vehicles and **light vehicles** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.’;

Amendment 64

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex III a – paragraph 1

Text proposed by the Commission

The Member State shall specify precisely the part or parts of their road network which are to be subject to an external-cost charge.

Amendment

The Member State shall specify precisely the part or parts of their road network which are to be subject to an external-cost charge *in accordance with Article 7b(5)*.

Or. fr

Justification

The amendment brings the annexes into line with the body of the text.

Amendment 65

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex III a – paragraph 2

Text proposed by the Commission

Where a Member State intends to levy an external-cost charge on only a part or parts of the road network composed of its share in the trans-European network and of its motorways, the part or parts shall be chosen after an assessment establishing that:

- *vehicles' use of the roads where the external-cost charge is applied generates environmental damage higher than that generated on average assessed in accordance with air quality reporting, national emissions inventories, traffic volumes and, for noise, in accordance with Directive 2002/49/EC, or*
- *the imposition of an external-cost charge on other parts of the road network*

Amendment

deleted

thus composed might have adverse effects on the environment or road safety, or levying and collecting an external-cost charge on them would entail disproportionate cost.

Or. fr

Justification

The amendment brings the annexes into line with the body of the text.

Amendment 66

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex III a – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to lower external-cost charges (called hereafter ‘interurban roads (including motorways)’).

deleted

Or. fr

Justification

The amendment seeks to simplify the introduction of external-cost charges and prevent procedures for introducing them from being made overly cumbersome.

Amendment 67

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC
Annex III a – paragraph 2 – second subparagraph

Text proposed by the Commission

Amendment

Where applicable, it shall also notify the Commission of the exact time periods corresponding to the night period during which a higher external noise-cost charge may be imposed to reflect greater noise nuisances.

deleted

Or. fr

Justification

The amendment seeks to simplify the introduction of external-cost charges and prevent procedures for introducing them from being made overly cumbersome.

Amendment 68

Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex III b – title A

Text proposed by the Commission

Amendment

REFERENCE VALUES OF THE
EXTERNAL-COST CHARGE

**A. REFERENCE VALUES OF THE
EXTERNAL-COST CHARGE**

Or. fr

Amendment 69

Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex III a

Text proposed by the Commission

Amendment

The values of Tables 1 **and** 2 may be multiplied by a factor of up to 2 in mountain areas and around agglomerations to the extent that it is justified by lower dispersion, the gradient of roads, altitude or

The values of Tables 1, 2, **3 and 4** may be multiplied by a factor of up to 2 in mountain areas and around agglomerations to the extent that it is justified by lower dispersion, the gradient of roads, altitude or

temperature inversions.');

temperature inversions.');

Or. fr

Amendment 70

Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex III b – table 3 (new)

Text proposed by the Commission

Amendment

Table 3: Reference values of the external-cost charge for passenger cars (€/vkm)

Vehicle	Engine	EURO-Class	Suburban	Interurban	
Car diesel	<1.4l	Euro 2	1.9	0.9	
		Euro 3	1.6	0.9	
		Euro 4	1.3	0.7	
		Euro 5	0.9	0.5	
		Euro 6	0.6	0.3	
		Euro 0	3.6	1.0	
	1.4-2.0l	Euro 1	1.9	0.9	
		Euro 2	1.8	0.8	
		Euro 3	1.7	0.9	
		Euro 4	1.4	0.7	
		Euro 5	0.9	0.5	
		Euro 6	0.6	0.3	
>2.0l	Euro 0	3.9	1.3		
	Euro 1	1.9	0.9		
	Euro 2	1.8	0.9		
	Euro 3	1.7	0.9		
	Euro 4	1.4	0.7		
	Euro 5	0.9	0.5		
	Euro 6	0.6	0.3		
	Car petrol	<1.4l	Euro 0	3.7	2.4
			Euro 1	1.0	0.4
			Euro 2	0.7	0.3
			Euro 3	0.5	0.2
			Euro 4	0.5	0.2
Euro 5			0.5	0.2	
1.4-2.0l		Euro 6	0.5	0.2	
		Euro 0	3.9	3.0	
		Euro 1	1.1	0.4	
		Euro 2	0.7	0.3	

		Euro 3	0.5	0.2
		Euro 4	0.5	0.2
		Euro 5	0.4	0.2
		Euro 6	0.4	0.2
	>2.0l	Euro 0	4.0	3.0
		Euro 1	1.0	0.4
		Euro 2	0.5	0.3
		Euro 3	0.5	0.2
		Euro 4	0.5	0.2
		Euro 5	0.4	0.2
		Euro 6	0.4	0.2

Or. xm

Justification

Pour définir les valeurs de référence pour les voitures et les véhicules utilitaires légers, il a été utilisé la même méthodologie que celle utilisée par la Commission pour définir les valeurs de référence des redevances pour coûts externes pour les véhicules lourds : les valeurs des coûts externes pour la pollution sonore ont été ajoutées à celles pour la pollution atmosphérique pour chaque classe de véhicule, en tenant compte de l'évolution des prix. Suivant la méthodologie de la Commission, les valeurs des coûts externes pour la pollution sonore et pour la pollution atmosphérique retenues sont celles définies dans le « Handbook on External Costs of Transport » (2014).

Amendment 71

Proposal for a directive

Annex I – point 1 – point d

Directive 1999/62/EC

Annex III b – table 4 (new)

Text proposed by the Commission

Amendment

Table 4: Reference values of the external-cost charge for light duty vehicles (€/vkm)

Vehicle	EURO-Class	Suburban	Interurban
LCV petrol	Euro 1	2.4	0.7
	Euro 2	1.9	0.4
	Euro 3	1.8	0.4
	Euro 4	1.7	0.3
	Euro 5	1.6	0.3
	Euro 6	1.6	0.3

LCV diesel	Euro 1	4.0	1.7
	Euro 2	4.1	1.7
	Euro 3	3.5	1.3
	Euro 4	3.0	1.1
	Euro 5	2.2	0.8
	Euro 6	1.9	0.5

Or. xm

Justification

Pour définir les valeurs de référence pour les voitures et les véhicules utilitaires légers, il a été utilisé la même méthodologie que celle utilisée par la Commission pour définir les valeurs de référence des redevances pour coûts externes pour les véhicules lourds : les valeurs des coûts externes pour la pollution sonore ont été ajoutées à celles pour la pollution atmosphérique pour chaque classe de véhicule, en tenant compte de l'évolution des prix. Suivant la méthodologie de la Commission, les valeurs des coûts externes pour la pollution sonore et pour la pollution atmosphérique retenues sont celles définies dans le « Handbook on External Costs of Transport » (2014).

Amendment 72

Proposal for a directive

Annex I – point 1 – point d a (new)

Directive 1999/62/EC

Annex III b – section B (new) – introductory part

Text proposed by the Commission

Amendment

(da) in Annex IIIb, the following section B is added:

B. Reference values of the external-cost charge for accidents

Where a Member State intends to apply external-cost charges for accidents, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic accidents by applying the following formulae:

Or. xm

Amendment 73

Proposal for a directive

Annex I – point 1 – point d b (new)

Directive 1999/62/EC

Annex III b – section B (new) – formula

Text proposed by the Commission

Amendment

(db) *the following text is added:*

$$MC_i^v = r_i^v (a + b + c) (1 + E_i^v) - \theta^v r_i^v (a + b)$$

with

$$r_i^v = \frac{x_i^v}{Q_i^v}$$

and

$$E_i^v = \frac{\partial r_i^v}{\partial Q_i^v} \frac{Q_i^v}{r_i^v}$$

MCVI = Marginal accident cost

r_i^v = Represents the accident risk for each vehicle type (v) and road type (i) calculated by dividing the number of personal damage (fatality or injury) cases by the number of vehicle kilometres;

E_i^v = The risk elasticity quantifying how much a 1% increase in traffic (measured in vkm) increases the accident risk in percent.

q^v = The share of the accident costs that is internal for each vehicle category;

(a+b+c) = Average social costs of the accident, with (a) representing the cost of death injury to the exposed individual and (b) representing the cost for relatives and friends of the exposed individual. Parameter (c) represents the costs for the rest of society. This includes various direct and indirect economic costs and is assumed to be in the order of 10% of the value of a statistical life for fatality, severe and slight injury.

Or. xm

Amendment 74

Proposal for a directive

Annex I – point 1 – point d c (new)

Directive 1999/62/EC

Annex III b – section B (new) – table 3 (new)

Text proposed by the Commission

Amendment

(dc) the following text is added:

<i>Table 3: The share of the accident costs that is internal for each vehicle category</i>	
<i>Cars</i>	<i>0.76</i>
<i>LDVs</i>	<i>0.22</i>
<i>Buses</i>	<i>0.16</i>
<i>Motorcycles</i>	<i>0.8</i>

Or. en

Amendment 75

Proposal for a directive

Annex I – point 1 – point d d (new)

Directive 1999/62/EC

Annex III b – section B (new) – table 4 (new)

Text proposed by the Commission

Amendment

(dd) the following text is added:

<i>Table 4. EU Average social accident costs</i>			
<i>Country</i>	<i>Fatality</i>	<i>Severe injury</i>	<i>Slight injury</i>
<i>EU average</i>	<i>1,870,000</i>	<i>243,100</i>	<i>18,700</i>

Or. en

Amendment 76

Proposal for a directive

Annex I – point 1 – point d e (new)

Directive 1999/62/EC

Annex III b – section B (new) – table 5 (new)

Text proposed by the Commission

Amendment

(de) the following text is added:

Car			HGV			Motorcycle		
Mot or-way	Oth er non - urb an roa d	Urb an roa d	Mo tor-wa y	Othe r non - urba n roa d	Urb an roa d	Mot or-way	Oth er non - urba n roa d	Urb an roa d
0.1	0.2	0.3	1.2	0.8	1.1	0.2	0.5	1.9

Or. en

Amendment 77

Proposal for a directive

Annex I – point 1 – point e – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. in Annex IV, the following paragraph is inserted:

For all motor vehicles that are alternatively fuelled, the maximum authorised weight is increased by the additional weight required for the alternative fuel technology used, the maximum increase being one tonne.

Or. fr

Justification

The amendment seeks to bring the provisions of this directive into line with Directive (EU) 2015/719 amending Directive 96/53/EC on maximum authorised dimensions to ensure that all heavy duty vehicles have the necessary extra weight allowance for the alternative fuel technology used, the maximum increase being one tonne.

Amendment 78

Proposal for a directive

Annex I – point 2 Directive 1999/62/EC Annex V – section 1 – point c) – table 2 – column 2
– row 4

Text proposed by the Commission

Amendment

Buses and coaches	Buses and coaches
2.5	1.5

Or. fr

EXPLANATORY STATEMENT

1. Current situation

Essentially, the aim of Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures was to eliminate distortions of competition between road hauliers in order to ensure that the internal market operated properly and that the principle of free movement of goods applied.

When Directive 1999/68/EC was revised in 2011, account was taken of negative externalities as regards the varying of charges and the possibility of levying external-cost charges was introduced. However, the 2011 directive went only some way towards realising the transport White Paper objective of fully applying the ‘polluter pays’ and ‘user pays’ principles on the trans-European road network. Today, only about 25% of the overall trans-European road network is covered by distance-based charges on heavy duty vehicles (HDVs).

2. The Commission proposal

- All HDVs to be included in the directive’s scope: From 2020 onwards, existing and new tolling systems applicable to HDVs would also be applicable to buses and coaches. It would no longer be possible, in addition, to exempt vehicles with a weight of less than 12 tonnes from tolling. The purpose of that measure is to limit distortions of competition between HGVs and prevent the charging burden from being borne solely by HDVs with a weight of more than 12 tonnes;
- The Commission is proposing that some provisions of the directive be extended to light vehicles, in particular as regards the varying of infrastructure charges;
- ‘Vignettes’ to be prohibited for HDVs and for light vehicles from 2024 and 2028, respectively, in order to apply the ‘polluter pays’ principle more effectively;
- Possibility of introducing congestion charges;
- Varying of infrastructure charges for HDVs on the basis of CO₂ emissions as from 2021 and, for light vehicles, on the basis of CO₂ and EURO standards;
- 75% reduction in infrastructure charges for zero-emission vehicles;
- Obligation to introduce external-cost charges on roads where HDVs cause greater than average environmental harm;
- The Commission is also seeking to make tolling systems more transparent and step up monitoring of how revenues are used.

3. Your rapporteur’s proposals

The Commission proposal contains a number of measures in pursuit of the transport White Paper objective of moving towards full application of the ‘polluter pays’ and ‘user pays’ principles. In that connection, your rapporteur takes the view that the level of ambition of the Commission proposal must be maintained by Parliament.

She also considers that, on a number of key points, it ought to be improved upon and strengthened. With that in mind, this report sets out a number of amendments in connection with core features of the text that centre on five key issues:

- (a) Eliminating discrimination between road users and applying the ‘polluter pays’ and ‘user pays’ principles:
- To meet that objective, your rapporteur proposes that, when ‘vignette’ schemes end, there should be universal vehicle tolling in order to ensure that all road users pay infrastructure charges and external-cost charges.
 - To clarify the Commission proposal as regards external costs, an external-cost charge ought to be introduced on networks covered by an infrastructure charge.
 - Applying the ‘polluter pays’ and ‘user pays’ principles to all vehicles will help eliminate discrimination between road users;
- (b) Eliminating distortions of competition within road transport and between transport modes:
- To meet that objective, your rapporteur proposes that ‘vignettes’ should be not only prohibited, but also replaced by distance-based schemes. The aim is to ensure that TEN-T road networks hitherto subject to a ‘vignette’ would indeed be covered by charging, with a view in particular to preventing distortion of competition with other transport modes;
 - To eliminate distortions of competition, it is proposed that provisions on goods vans be brought into line with HDV provisions;
- (c) Combating the ongoing deterioration of road networks in Europe:
- Public spending on road maintenance decreased in the EU by about 30% between 2006 and 2013. This is a road safety issue. To meet that challenge, your rapporteur proposes that infrastructure revenues be earmarked for road infrastructure upkeep and improvements and for improvements to the transport system as a whole;
- (d) Speeding up the shift to genuine mobility:
- Your rapporteur proposes that revenues from external-cost charges be used to fund the shift to low-emissions mobility;
 - Your rapporteur also proposes that it be made easier to use mark-ups to fund trans-European transport network projects;
- (e) Acceptability and transparency of tolling systems:
- Your rapporteur considers that earmarking revenue would help to make tolling systems more acceptable. Accordingly, she proposes that revenues from charges be used on the territory containing the road section on which they are applied;
 - To take account of the specific characteristics of particular territorial units, your rapporteur proposes that the possibility be introduced of applying a kilometre-based flat-rate exemption on specific road sections in order to provide greater flexibility in taking circumstances in peripheral regions into consideration;
 - To ensure social inclusion and territorial cohesion, your rapporteur proposes that the frequent-user discounts provided for be increased, particularly on the outskirts of large urban areas;

- Your rapporteur considers that road networks covered by an infrastructure charge must afford a high level of road safety, together with all necessary infrastructure facilities, such as safe and secure parking areas, for compliance with the obligations laid down by the regulation on rest periods and driving times;
- To ensure that tolling systems are transparent, in particular as regards calculating charge rates and allocating revenues, your rapporteur proposes that an independent authority be set up in each Member State for supervising tolling systems and that all road users be guaranteed a high level of information on how revenues are used;
- Your rapporteur has amended the Commission proposal as regards congestion charges so as to ensure that buses, and collective transport in particular, are not excessively penalised.

**ANNEX: LIST OF ENTITIES OR PERSONS
FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

The following list is drawn up on a purely voluntary basis under the exclusive responsibility of the rapporteur. The rapporteur has received input from the following entities or persons in the preparation of the draft report:

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ASFINAG LIAISON OFFICE BRUSSELS
ASSOCIATION OF FRENCH REGIONS
BORNE ÉLISABETH, FRENCH MINISTER FOR TRANSPORT
CLECAT
COMITÉ D'ORIENTATION DES ASSISES DE LA MOBILITÉ
COMITÉ POUR LA TRANSALPINE
CONFERENCE OF PERIPHERAL MARITIME REGIONS (CPMR)
CONFERENCE OF EUROPEAN DIRECTORS OF ROADS
COMMUNITY OF EUROPEAN RAILWAY AND INFRASTRUCTURE COMPANIES
DEUTSCHE BAHN (GERMAN RAILWAYS)
EL KHADRAOUI SAÏD - EUROPEAN POLITICAL STRATEGY CENTRE

E-MOBILITY PLATFORM
EURELECTRIC
EUROPEAN ASSOCIATION OF TOLLED MOTORWAYS (ASECAP)
EUROPEAN AUTOMOBILE MANUFACTURERS' ASSOCIATION – ACEA
EUROPEAN EXPRESS ASSOCIATION (EEA)
EUROPEAN RAIL FREIGHT ASSOCIATION
EUROPEAN SHIPPERS' COUNCIL (ESC)
EUROPEAN UNION ROAD FEDERATION (ERF)
FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE (FIA)
FERROVIE DELLO STATO ITALIANE
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