

**ASECAP statement on the revised German Presidency compromise text dated  
November 19<sup>th</sup>, 2020  
Proposal for a Directive of the European Parliament and of the Council  
amending Directive 1999/62/EC on charging of heavy goods vehicle**

Negotiations on the revision of the Eurovignette Directive on charging heavy goods vehicles for the use of infrastructures have resumed in the EU Council under the leadership of the German Presidency and will be discussed at the next Transport Council on December 8<sup>th</sup>.

ASECAP members would like to take the opportunity to express their views on the new compromise paper and provide some recommendations.

- ASECAP members are strongly supporting the European Commission's orientations described in the "Green deal" focusing on the decarbonization of transports aiming at eliminating CO2 emissions and addressing climate issues.
- The vision of ASECAP and its members is an efficient transport system targeting carbon free emission by 2050 to fulfil the ambitious climate plan issued by the Commission.
- ASECAP members would like to recall that tolling/charging is an effective tool to foster the decarbonization of the road and to limit the CO2 emissions. However, it should be reminded that it is also the most efficient mechanism to invest for the financing of the construction of road infrastructure, operate, maintain, manage based on user/polluter/pay principle.
- The clear earmarking for the financing of road infrastructure has allowed to finance the construction of more than 50 000 km of road networks with no public finances. It is therefore of paramount importance that the new compromise text includes this provision.

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- It has allowed to make all the necessary investments to upgrade the infrastructure to make it compliance with EU regulation in term of water, soil, fauna protection...
- ASECAP members would like to highlight that the Eurovignette Directive should keep it original goal to charge for the use of the infrastructure based on user/pay/polluter principle, system allowing to make important investments to enhance clean mobility transport solutions.
- ASECAP members regrets that such an important text for the tolling industry has no impact assessment either regarding compatibility with industry standard or contribution to the CO2 reduction objectives.
- Thus, they believe that the new provision related to CO2 emission class with reduction charging and possibly free charging for electrical vehicle is not the appropriate measure to fix the correct prices or relief congestion. Besides this measure, it would have to be ensured that the relevant part of the costs allocated to these vehicles (the infrastructure costs) are covered. No cars or trucks should be removed from the road through free charging.
- In a first step the focus on lower toll rates for electric vehicles should be given on high density areas and can be part of an integrated urban pricing policy including new elements easing sustainable accesses to cities: managed lanes, high occupancy vehicles lanes, dissuasive parking, carpooling, bus rapid transit....

About ASECAP: ***ASECAP is the European Association of Operators of Toll Road Infrastructures across 21 member countries representing 142 companies employing more than 50 000 direct jobs and 200 000 indirect jobs. The network they operate and manage has been financed based on user/pay principle.***

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