

4th ASECAP SUSTAINABILITY FORUM

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Rome, Italy



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Upgrading Slovenia's tolling system for heavy vehicles

Integrating CO₂ emission classes in line with EU Policy

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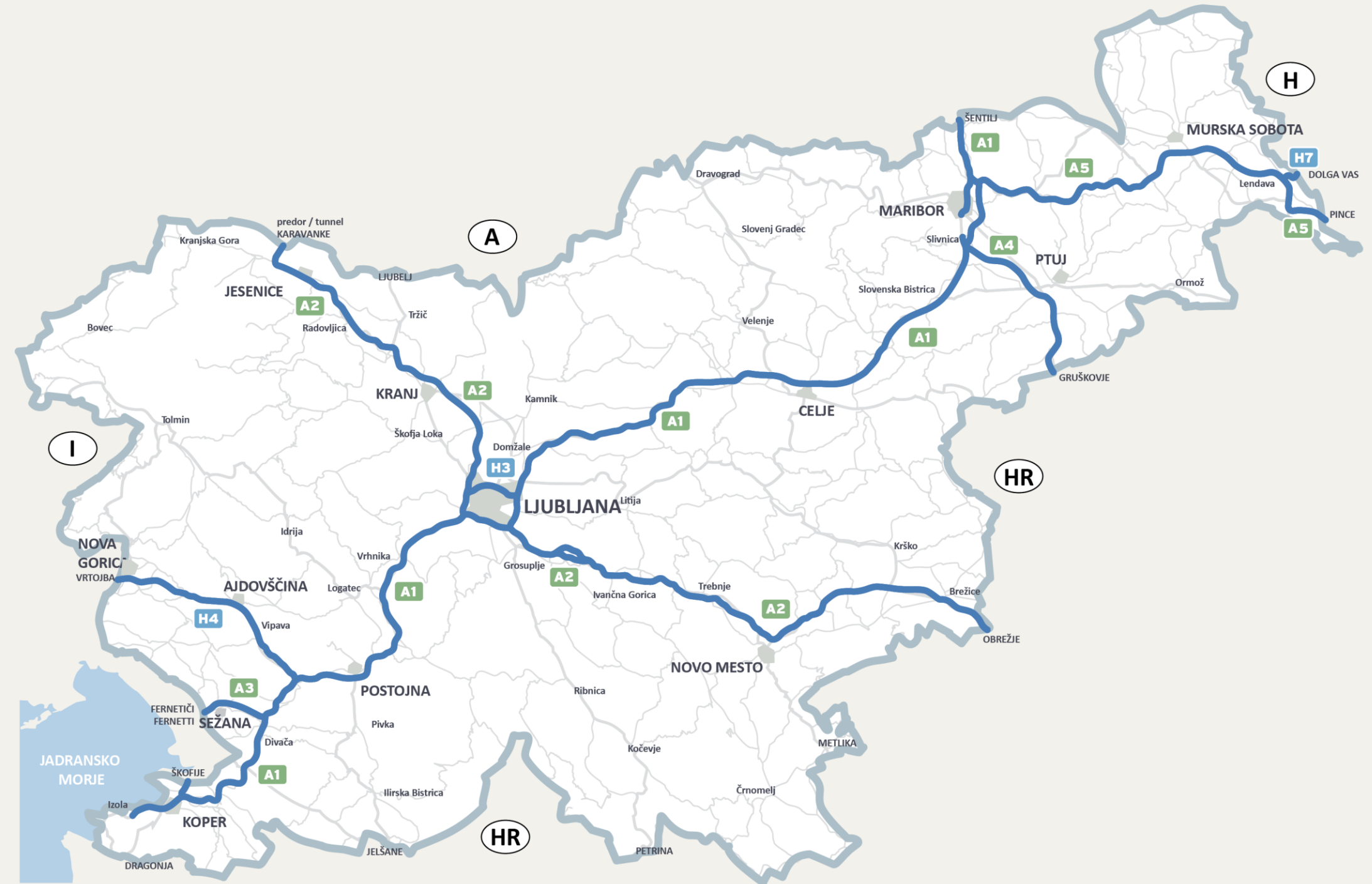
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DARS manages 625 km of tolled motorways

- >1,200 bridge structures, 24 tunnels
- In charge of:
 - Investments and Reconstructions of Road Infrastructure
 - Maintenance
 - Road and Traffic Management
 - Collection of Toll
 - Toll Charger
 - National Toll Service Provider
- State owned concessionaire
- 533 mil. € of toll revenues in 2024



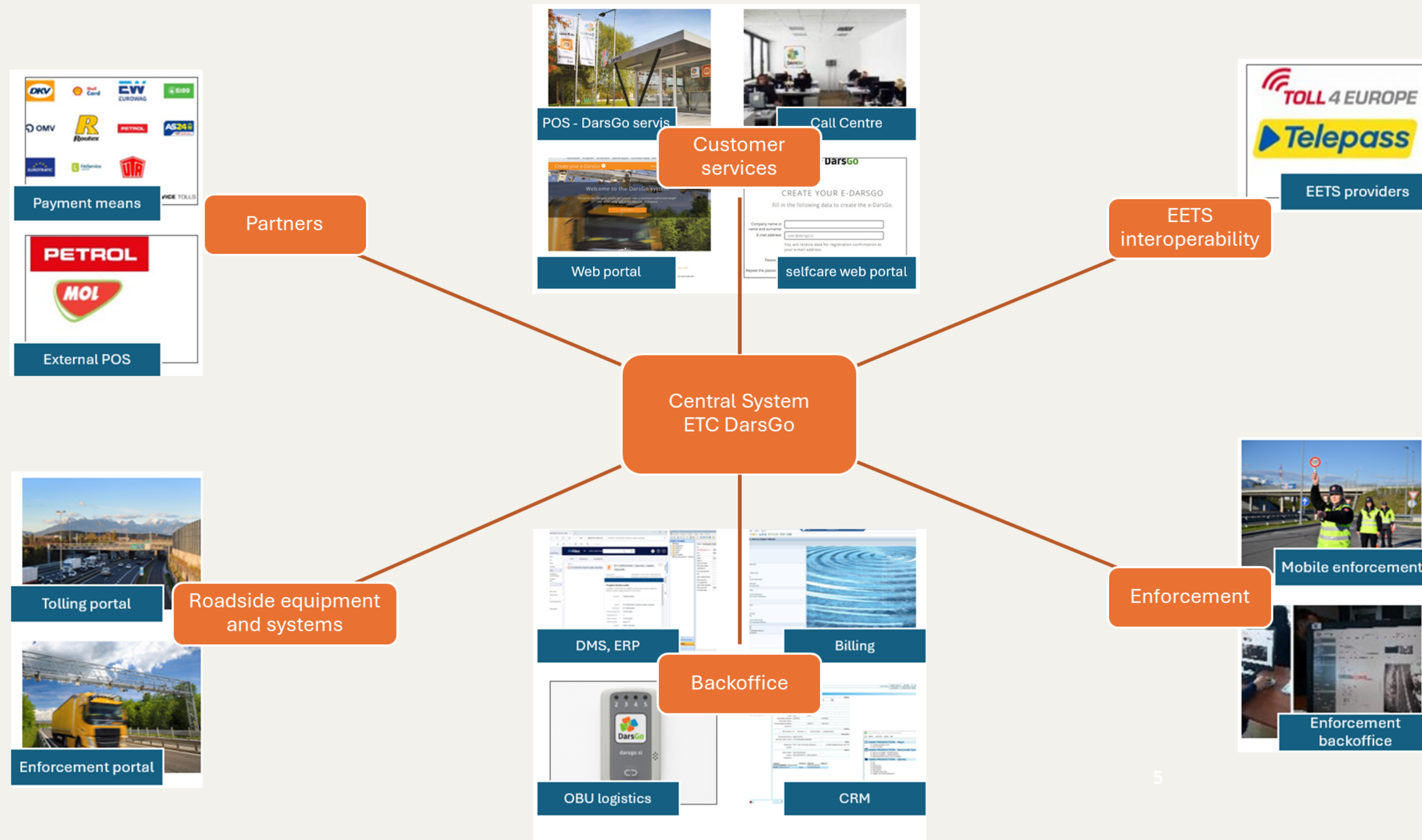
Reducing CO₂ emissions in freight transport

- The share of CO₂ emissions from heavy-duty vehicles is increasing.
- CO₂ emission reduction **targets** for new heavy-duty vehicles:
 - 2025: - 15% lower
 - 2030: - 30 % lower than an established average of CO₂ emissions in 2019.
- Highest level of reductions in charges applied to vehicles operated without tailpipe emissions (zero-emission vehicles).



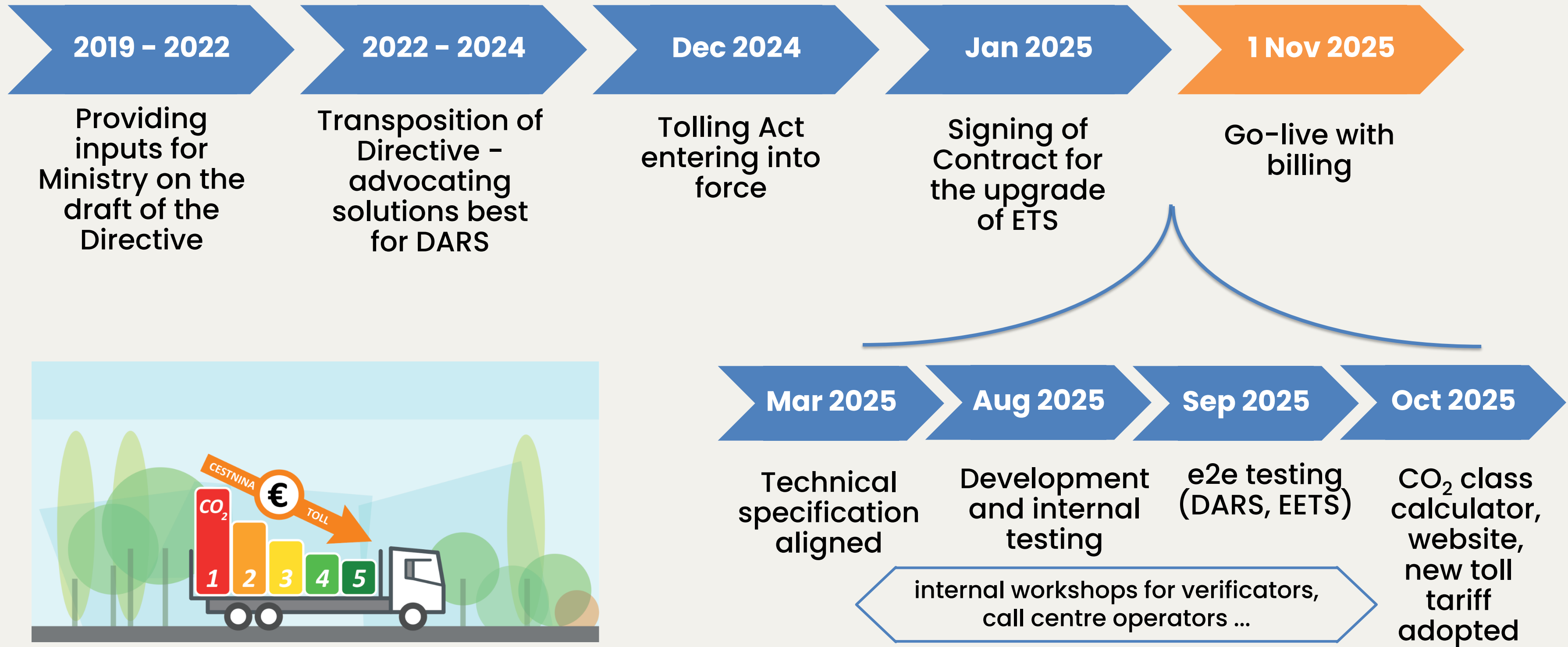
- Tolls for heavy-duty vehicles must be varied based on a vehicle's CO₂ emissions.

Tolling of vehicles above 3,500 kg in Slovenia



5

Timeline of introducing CO₂ based tolling



Toll pricing solution

- Toll tariff structure: Infrastructure charge + Mark-up

- Variation of infrastructure charge based on:

- CO₂ emissions class
- EURO emission class

+1,1 %

- 5 %

- 15 %

- 30 %

- 75 %

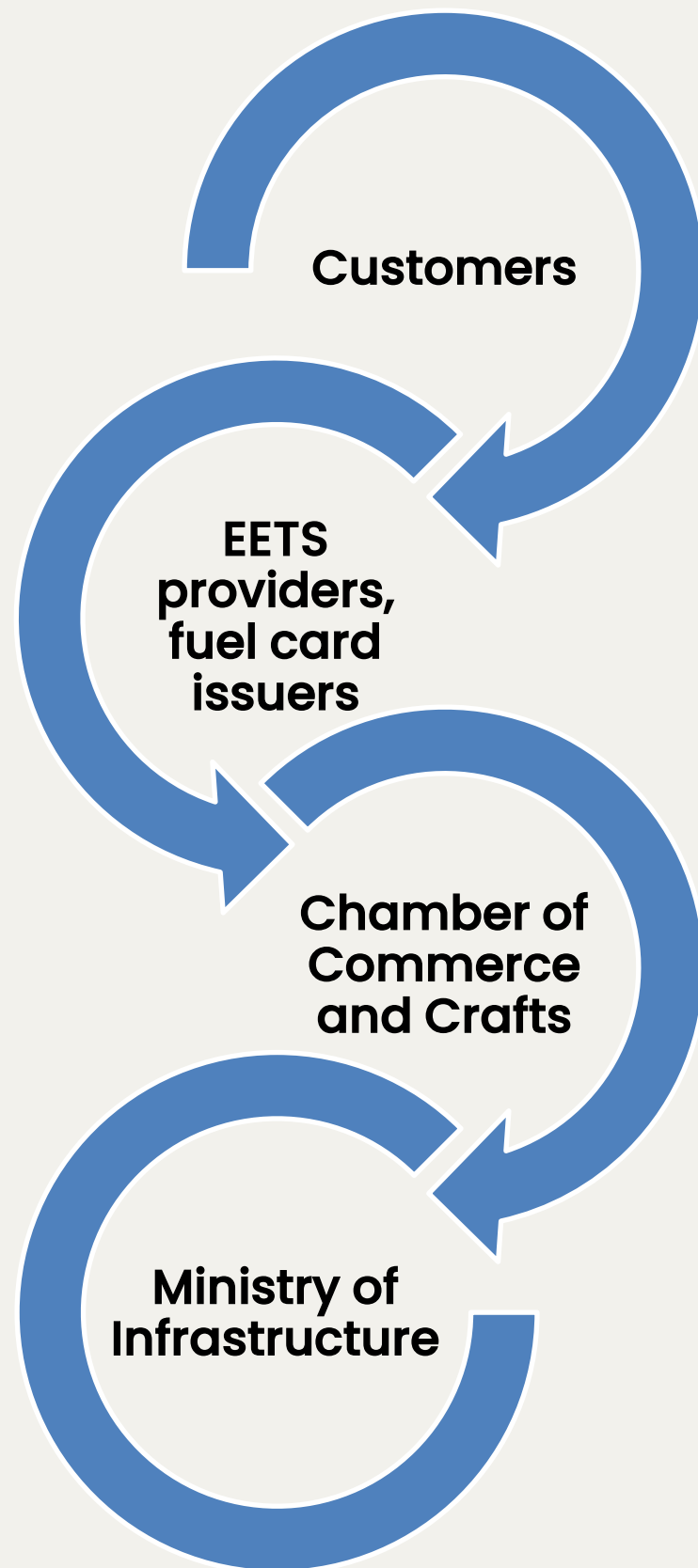
Infrastructure charge in EUR/km excluding VAT		2 axles	3 axles	4 or more axles
CO₂ class 1	EURO 0–III	0,200	0,222	0,462
	EURO IV	0,160	0,178	0,370
	EURO V	0,140	0,156	0,324
	EURO EEV, VI	0,120	0,133	0,277
CO₂ class 2		0,114	0,127	0,264
CO₂ class 3	EURO VI	0,102	0,113	0,236
CO₂ class 4		0,084	0,093	0,194
CO₂ class 5	zero-emission	0,030	0,033	0,069

- NO external cost element for now
- Infrastructure charge tariff adjusted as of 1 Nov 2025 – DARS revenue neutral change
- Zero Emission vehicles (CO₂ class 5) are NOT exempt from toll charging (-75%).

Technical solution

- Central tariff management and toll charging
- Central management of customer data (required parameters for CO2 class assignation):
 - Type of engine/energy source
 - Vehicle subgroup
 - Date of first registration
 - Specific CO₂ emissions
- Automatic reclassification process in central system (every 6 years)
- Data from EETS providers are exchanged with HGV list and TIF files via Easy Go Hub
- Additional control tool for CO2 class verification in back-office (for checking sent data from EETS providers)

Communication



- Web site DarsGo www.darsgo.si
- Upcoming changes
- Individual conference calls
- Written communication
- Clarification of discrepancies & applied control mechanisms

Propulsion type (fuel type/energy source)
(entry P.3 in the PD/entry 1.2.3. in the CIF/entry 26. in the COC)

Electric propulsion | Hydrogen propulsion | ICE vehicle or hybrid (petrol, diesel or natural gas)

Date of the first registration of the vehicle
(entry B in the PD)

example 01.01.2025

Invalid date

Vehicle group
(entry 1.1.5. in the CIF/entry 49.7. in the COC)

Vehicle group: 4 2 axles (4x2) >16t	Vehicle group: 9 3 axles (6x2) all weights	Vehicle group: Other vehicles
Vehicle group: 5 2 axles (4x2) >16t	Vehicle group: 10 3 axles (6x2) all weights	

1 NOV 2025 OPERATIONAL START

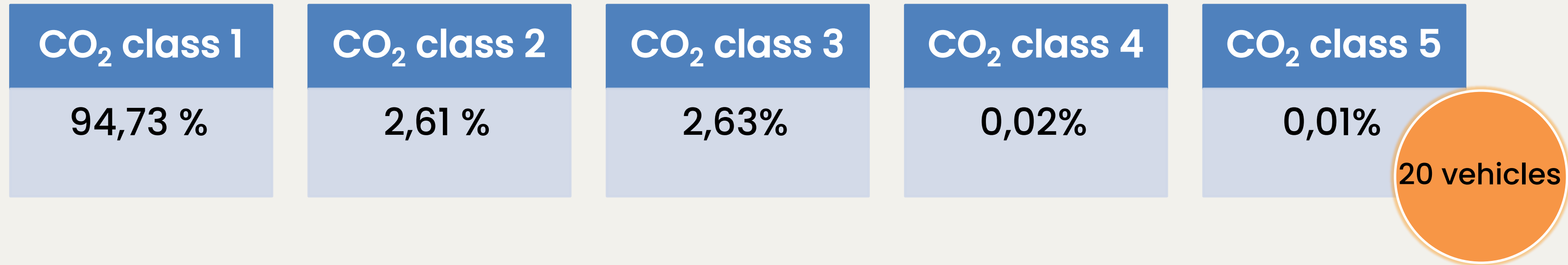
Efforts to reduce carbon dioxide (CO₂) emissions in road transport. Based on Directive...
emission class of heavy vehicles in tolling from **1 November 2025**.
 Classes (1-5), with CO₂ emission class 5 representing the most environmentally friendly...
 better emission classes will be eligible for **lower tolls**.

How many CO₂ emission classes will there be?
 Five CO₂ emission classes are being introduced. Higher CO₂ emissions mean classification in a lower emission class and thus higher tolls. Vehicles with lower CO₂ emissions will be classified in higher (better) CO₂ emission classes and will pay lower tolls. The assignment of a vehicle to a CO₂ emission class is based on its propulsion type, date of first registration, sub-group and specific CO₂ emissions.

Which vehicles can apply for a better CO₂ emission class?

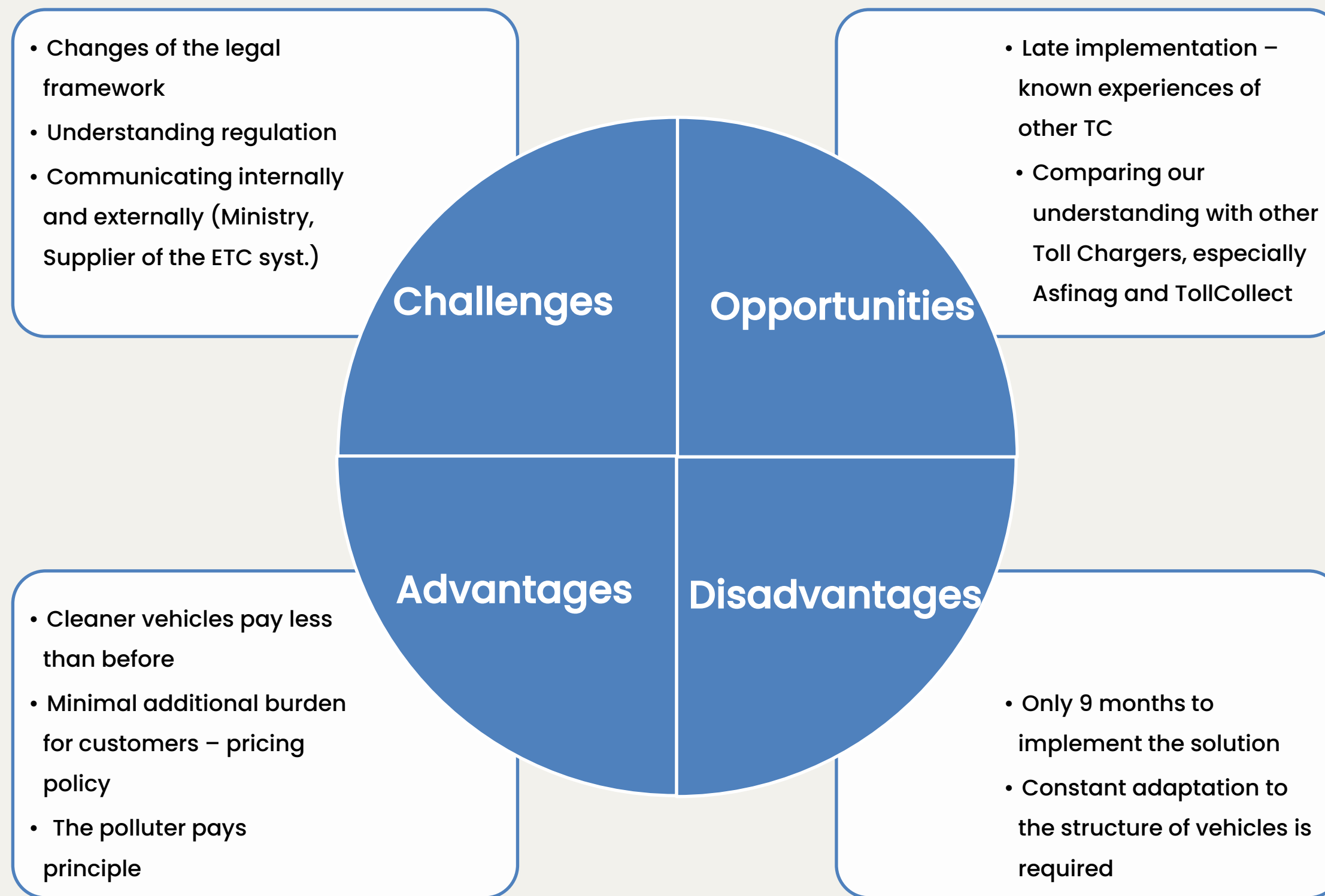
First figures

- Share of tolled kilometers per CO₂ emission class in November 2025



- Higher share of tolled kilometers of trucks with CO₂ classes 2-5 at EETS providers in comparison with the national provider DARS.
- All verifications of documents for higher CO₂ emission class of vehicles done on time.
- Verification of documents: 4,400 vehicles (DarsGo OBU)

Assessment of the process



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