

Workshop 2: Road Charging

Price signals and interoperability of electronic tolling systems

Chaired by
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Road Transport
Conference

**Driving change
for business and people**



#RoadTransportEU

Mobility and
transport

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Brussels, Charlemagne building

Road Charging – price signals and interoperability of electronic tolling systems



Eurovignette Directive
Provide building blocks for toll chargers
Ensure that charging schemes are fair

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Eurovignette Directive
Are all the building blocks still relevant?
What else is needed?

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EETS

REETS

Cross-Border Compliance

Innovation

Efficiency

Quality of Service

Transparent funding

Fairness

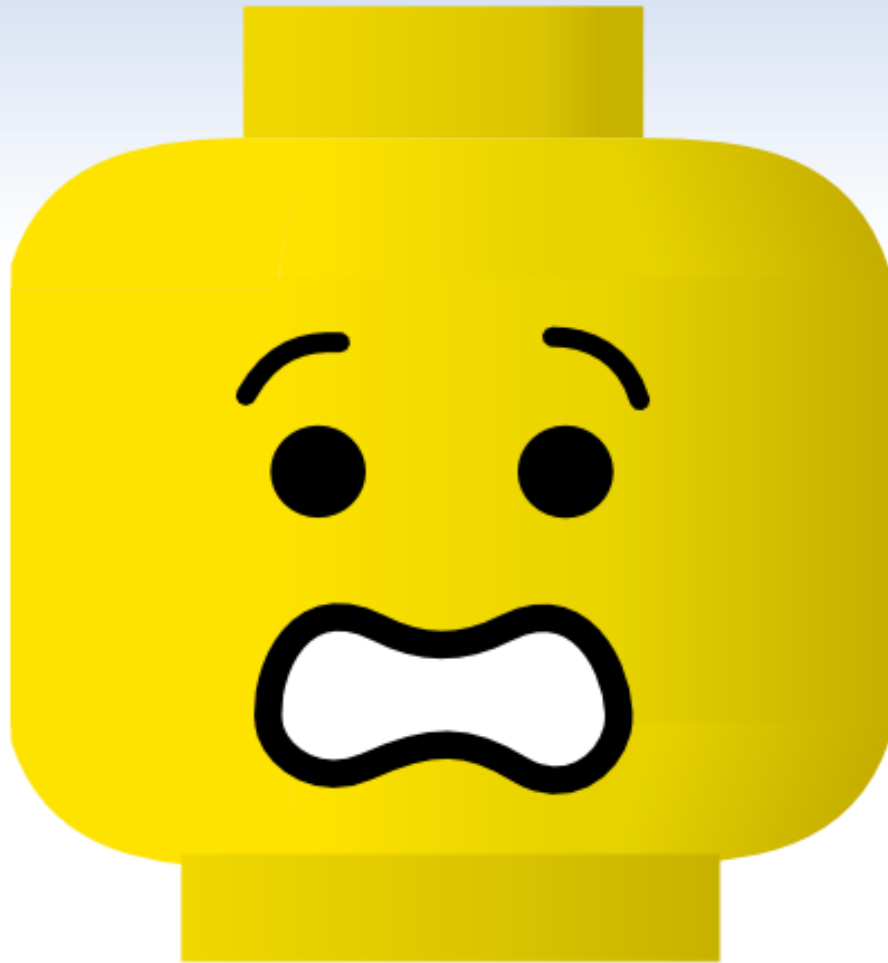
Additional Options

Seamless operation

Business Case

Sustainability

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**What's
in it
for me?**

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1. Are all of the tolling options provided in the Directive still relevant? Should more be added?
2. Can the provisions be made more efficient? How can the Directive be used to meet future challenges?
3. After 12 years the EETS service has not materialised. What should be done differently?
4. Can cross-border compliance be achieved? How can effective action be taken at EU level?
5. Does the EU legal framework block innovation? Should alternative approaches be allowed, and why?
6. How should road charging and road quality be linked?

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What's next?

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The Eurovignette Directive's objective is to make sure that road charging schemes applied to heavy goods vehicles are not discriminatory. The Directive furthermore provides 'building blocks' for each toll charger to implement road charging best suited for their own needs.

Such options can include: distance-based tolls vs. time-based vignettes; flexibility on the levels of recovery of infrastructure costs; variation according to EURO classes; external-cost charges; specific provisions, e.g. in mountainous areas.

This sheet is provided to assist open discussion during the event. You are also welcome to pass your written views or questions back to us, during or after this workshop.

1. Are all of the tolling options provided in the Directive still relevant? Should more be added?
 - Tolls could be an effective tool for tackling climate change. Should our building blocks allow charges to vary with CO₂ emissions? Should bonuses be allowed for CO₂ emissions-reducing technologies?
 - Should other external costs be included in the calculation of the toll? What should be the long term EU approach?
 - Toll variation according to EURO classes has proven effective in accelerating fleet renewal; but is it still necessary?
 - Have vignettes for HGVs become obsolete in light of the progress seen in ITS technologies?

2. Can the Eurovignette provisions be made more efficient? How can the Directive be used to meet future challenges?
 - Should we encourage time differentiation to tackle congestion? What is practical and what could it achieve?
 - Should there be the same rules for cars and trucks?
 - Are the provisions of the external cost charges fit for purpose? If not, how should they be amended?

3. After twelve years the EETS service has not materialised. What should be done differently?
 - What has prevented EETS from being available so far? How can legislation facilitate the service?
 - Is lack of interoperability a barrier to trade?
 - What should be done to improve the EETS business case?
 - Is there a need to reconsider the technologies used and the standards applied?

4. Can cross-border compliance be achieved?
How can effective action be taken at EU level?
 - Is the lack of effective cross-border enforcement a barrier to open road tolling? Does this lead to unfair outcomes?
 - What solutions could be envisaged?

5. Does the EU legal framework block innovation? Should alternative approaches be allowed, and why?
 - Are desirable innovations emerging or applied that are impeded by the existing legal framework in the EU?
 - Should the legislation support innovative traffic management tools? What should be allowed and why?
 - What impact would this have on achieving interoperability?

6. How should road charging and road quality be linked?
 - In a number of Member States only new, upgraded or well-maintained roads can be subject to a toll. What should be the link between road charging and the quality of the road?
 - What measures could be used to evaluate the quality of the service? Is earmarking of revenues the answer?

Further questions and feedback are welcomed

Name and email (optional)