



European Federation for
TRANSPORT and ENVIRONMENT

Briefing : Comparison of Eurovignette toll schemes in Europe

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France is the latest country to agree on the introduction of a nationwide road tolling system for lorries, which is scheduled to come into operation from 2011. There are however already concerns that implementation may be delayed until 2013. In France this is referred to as a '*taxe kilométrique poids lourds*'. It is important to note that, under the rules of the current EU 'Eurovignette' Directive (2006/38/EC), the tolls may only be based on recovery of infrastructure costs, and may not include recovery of external costs, such as those of pollution, accidents or congestion. The Eurovignette Directive is currently in the process of revision by the EU institutions.

The French scheme is a direct product of the national environment forum *Grenelle de l'environnement* in 2007, which outlined several transport policy measures, intended to support CO2 emissions reduction via demand management and modal shift for freight transport. The government has however rolled back some of the scope and charge level originally discussed, under pressure from the road lobby. Discussion of reduced toll rates for some peripheral regions has yet to be finalised.

This briefing outlines how the planned French system will compare to the national lorry tolling schemes already in operation in Germany, Austria, the Czech Republic and Switzerland.

Country	FRANCE	GERMANY	AUSTRIA	CZECH REPUBLIC	SWITZERLAND
Date of introduction	Scheduled for 2011	Jan 2005	Jan 2004	Jan 2007	Jan 2001
Geographic scope / tolled network	10,500km state-owned highways (<i>routes nationales</i>) + 2000km routes départementales, owned by local governments, to prevent traffic diversion.	Motorways and 3 national highways: 13,004km	Motorways and some expressways, 2060km	All state-managed motorways, expressways, some class I roads: ca. 1200km. From 2013? Class II and III roads, up to total 55,000km	All roads
Vehicle scope	>3.5t. In total ca. 600,000 French vehicles and 200,000 foreign vehicles.	>12t	>3.5t	>12t 2008: Over 350,000 on-board units, of which 60% foreign. From 2010: >3.5t .	>3.5t

Differentiation	By EURO classes. Possibly also based on congestion. Fee reductions in 10 peripheral départements yet to be confirmed.	By axles and EURO classes	By axles. (By EURO classes from 2010 only)	By axles and EURO classes	By max. laden weight (toll per tonne-km) and EURO classes.
Technology	Not yet decided, either: Microwave DSRC or GPS/GSM. Must be interoperable with existing mway tolls.	GPS/GSM	Microwave (DSRC)	Microwave (DSRC), but plans switch to GPS/GSM	Tachograph linked to on-board unit, with GPS for enforcement checks.
Fee basis	Infrastructure costs	Infrastructure costs	Infrastructure costs	Infrastructure costs	Infrastructure and external costs, incl accidents, noise, health, congestion, climate, nature and landscape, etc.
Average fee level €ct/km	Range from 2.5ct-20ct: on average ca; 12ct	16.3ct	33ct (4+ axles)	Mways and expressways: 15.6ct€ / Class I roads: 7.3ct€ (CZK 4.05 / 1.9)	40t: EURO 0-II: €0.80 / EURO III: €0.70 / EURO IV-V: €0.60
Use of revenues	Revenues to French Transport Infrastructure Financing Agency (AFITF) Revenues from routes départementales to local governments.	Transport investments total €2.7bn, incl. Road building (€1.3bn); Rail (€1bn); Waterways (€0.4bn), remaining revenues cover operating costs and taxes.	100% to highway concession, ASFiNAG	Road infrastructure development until 2009 – however financial crisis appears to be diverting revenues into general budget.	2/3 to rail infrastructure development, incl Alpine tunnels and highspeed links; 1/3 to Cantons.
Objectives	Road freight transport demand reduction. Cut road freight CO2 emissions back to 1990 levels by 2020, target: 27Mt CO2 (vs. 36Mt 2005). Cut road freight CO2 emissions back to 1990 levels by 2020, target: 27Mt CO2 (vs. 36Mt 2005)	Raise funds for infrastructure investment, modal shift, fleet renewal.	Secure road maintenance funds. Manage transit traffic.	Raise road infrastructure investment funds. Manage transit traffic increase.	Traffic management to reduce transit traffic and reduction external costs.
Results	Expected revenues €1bn/yr.	Fast fleet renewal with EURO V, ca. 40% fleet in 2008, projection 70% fleet by 2010. Only 8% fleet <EUROIII in 2008. Increased load factor and			Broken road traffic growth trend; stable modal share for rail; increased road sector efficiency – vehiclekm -6.4% vs. tonne-km +16.4%; -10%

		empty driving below 10%. Revenues 2008: €3.65bn. Operating costs ca. 19% of revenues.			particulate emissions; -14% NOx; -6% CO2.
Comments / sources	Legal basis: «écotaxe» in <i>Loi des Finances 2009 (and 2010)</i> ; <i>Projet de Loi Grenelle 1</i> , Art.10. Tendering process for toll manager/collection company is ongoing.	www.tollcollect.de	www.gomaut.at	Charging of vehicles >3.5t from 2010 depends on Senate decision. www.myto.cz	http://www.are.admin.ch/themen/verkehr/00250/00461/index.html?lang=en