



Brussels, 06 March 2020

**'Eurovignette' Directive (1999/62/EC) on road charging: Platform for Electro-Mobility calls on European Heads of State and Government to advance the sustainability of European transport by strengthening the Directive and completing this reform without further delay.**

*To Heads of State and Government of the EU Member States*

Dear Madam, dear Sir,

The Platform for Electro-Mobility respectfully asks you to advance the sustainability of European transport by strengthening the so-called Eurovignette Directive (1999/62/EC) on road charging and – more particularly – completing this reform without further delay.

Road charging, in line with 'user pays' and 'polluter pays' principles, can help make mobility cleaner for Europeans and limit transport's climate impact. Of the EU's greenhouse gas emissions, 25% are produced by the transport sector and 18% by road transport. Road charging can contribute to a more efficient transport system, where prices reflect transport's true external costs – thus giving clean options, such as electric road vehicles and trains, a level playing field to compete.

However, Member States failed to agree a compromise at a Transport Ministers' meeting on 2 December intended to achieve a common position. The European Commission [proposed](#) a revision of the Eurovignette Directive on 31 May 2017. The European Parliament adopted a [position](#) on 25 October 2018. By contrast, EU Member States, after nearly three years, still have no position.

We, the [Platform for Electro-Mobility](#), Brussels-based and comprising [39 members](#) covering the whole value chain of electro-mobility, believe: if EU Member States are serious about fighting transport pollution and climate change, they must now agree on an ambitious position and enter trilogue negotiations with the Commission and Parliament by this summer at the latest.

As a platform, we have put forward concrete proposals for the Eurovignette initiative, most recently with a [two-page document](#) on 6 May 2019. It is now for Member States in the Council's Working Party on Land Transport to agree a common position (General Approach) at last.

Depending on the final outcome, a high number of compelling benefits for all Member States will be enabled, including differentiating tolls on the basis of CO<sub>2</sub> (also with the ability to apply CO<sub>2</sub>



as an external cost), toll discounts for zero-emission vehicles, and the phase-out of vignettes for trucks. Far greater flexibility over toll rates is also proposed, as maximum rates would be abolished in favour of reference rates. Member States could increase rates in environmentally sensitive areas (mark-up). Bringing certain categories of light goods vehicles (vans) within scope is also being discussed.

Member States will need to compromise on certain points as part of Council negotiations so that the file can be completed without further delay.

**It is time for the EU to make transport greener. We therefore call on European leaders to make the Eurovignette file a priority for their governments – and to ensure a common Member State position is agreed not later than June 2020.**

A handwritten signature in blue ink, consisting of several overlapping loops and lines, positioned above the name of the signatory.

Arne Richters, Chairman of the Platform for Electro-Mobility

*The Electro-Mobility Platform unites organisations from across civil society, industries, and transport modes. Its members are committed to promote electro-mobility and strive to collectively develop solutions to electrify European transport, and to promote those solutions to the EU institutions and Member States.*

Website: [www.platformelectromobility.eu](http://www.platformelectromobility.eu)