

**ASECAP COMMENTS ON EXEMPTION, DISCOUNT POLICY & CLASSIFICATION BASED ON USAGE
REVISION OF DIRECTIVE OF THE EUROPEAN PARLIAMENT
AND OF THE COUNCIL AMENDING DIRECTIVE 1999/62/EC ON THE CHARGING OF HEAVY GOODS
VEHICLES FOR THE USE OF CERTAIN INFRASTRUCTURES
UNDER DISCUSSION BETWEEN COUNCIL/EP AND PORTUGUESE PRESIDENCY**

Amendment: Exemption and discounts policy.

New toll exemptions, definitions of categories (e.g. passenger car, van, minibus, light commercial vehicles, motor caravan) and differentiations according to the usage have been introduced leading to inappropriate use of the Directive.

Justification :

Eurovignette Directive should keep its original goal to charge for the use of the infrastructure based on user/ polluter pay principle. Since toll tariffs play a dual function aimed at the recovery of both infrastructure costs and external costs, ASECAP is in favor of dynamic tolling schemes for environmental purposes. We believe that tolling, and especially the exemption of tolls, should not be used for the implementation of social policies that can be implemented via considerably more effective and less expensive measures.

Use of toll modulations for the implementation of social policies, especially for modulations based on the usage or the user, will be very difficult to set up and their implementation will require additional complicated procedures and costs for its implementation, at the EU level:

- these new categories create technical problems for the correct classification in toll systems according to the usage,
 - furthermore, those new categories create loopholes (e.g. vehicle which has the features of a minibus is used for good transport.),
 - it would be difficult to make proper enforcement and the risk of fraud will increase with uncertain outcome of toll collection in dispute cases,
 - exemptions should not be used for general cases but only for punctual ones (as e.g. in Article 6(2)(b)) and special circumstances that cannot be effectively controlled should not be set as criteria of eligibility.,
 - in case of adoption of such a categorization based on the usage of the vehicle, the use of an OBU for each vehicle must be compulsory in order to identify the category of the vehicle (type and emissions level), as well as to minimise the risk of fraud,
 - It will also require standardized information patterns to be inserted inside the OBU in order for toll chargers to check and apply proper charging. Standardized data at the EU level to satisfy cross border trips and crossborder enforcement is also requested,
- this would have a direct impact on general level of toll tariff since the adaptation of tolling systems will require important and disproportioned investments.