



**European Commission - DG Energy and Transport**

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**Directive 1999/62/EC  
of the European Parliament  
and of the Council  
on the charging of heavy goods vehicles for  
the use of certain infrastructure.**

**(as modified by directive 2006/38)**



**Based on two Articles of the Treaty:  
71(1) (transport) and 93 (taxation)**

**It establishes a framework:**

- for the harmonisation of annual vehicle taxes and
- for the conditions of charging road infrastructure costs to hauliers



## **Aim:**

To encourage the development of tolled road networks in a harmonised framework that reduces distortions to competition in the road haulage market... by

- harmonising minimum annual vehicle tax levels
  - establishing a fair basis for charging infrastructure costs to hauliers
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## Scope:

the provisions of this Directive apply to:

- heavy goods vehicles with a maximum permissible weight of at least 3.5 tonnes
- The Trans European road network

i.e. Member States are free to apply tolls (in compliance with the rules of the Treaty) on :

Roads other than those of the main road network

Small-sized lorries, private cars and other vehicles

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Its main provisions set:

- minimum rates for the annual vehicle taxes on goods vehicles of not less than 12 tonnes weight
  - the conditions of applying user charges together with their maximum annual rates
  - the basic principle for fixing toll rates on the trans-European road network
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## Main provisions in more detail:

### 1. Vehicle taxation

- Member States have to apply on goods vehicles of 12 tonnes and more annual taxes of at least the minimum levels which depend on the weight of the vehicle and the number and configuration of their axles.



## Main provisions in more detail

(continued) :

### 2 Tolls and user charges

- toll levels are related to the distance driven on a motorway, whereas user charges are related to the duration of the use of the motorways;

- tolls and user charges may be applied on the trans

European network in accordance with the rules in the directive.

Tolls and user charges on non-TENs roads are not covered by the directive.



## Main provisions in more detail (continued) :

### 2 Tolls and user charges (continued)

- they may not be applied both at the same time, except tolls on bridges, tunnels and mountain passes even when a user charge is levied;
- they may not be discriminatory as to the nationality or origin or destination of the vehicle;





## Main provisions in more detail (continued) :

### 2 Tolls and user charges (continued)

- toll rates must be related to the costs of constructing, operating and developing the road infrastructure network concerned;

Total infrastructure costs = costs of damage (covering structural and regular maintenance) + investment costs, which are limited to new infrastructure to avoid including costs already paid. Key cost calculation principles are provided and special provision is made for existing concession contracts rights

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## Main provisions in more detail (continued) :

### 2 Tolls and user charges (continued)

- toll rates may be differentiated according to the vehicle's emission class (compulsory from 2010) and the time of the day.
- toll mark ups may be levied in certain exceptional cases (sensitive mountains areas...) to finance TENs priority projects.
  - maximum annual user charges depend on the number of the vehicle's axles and on the vehicle's emission class;
- ~~there should be proportionate weekly and monthly~~ user charge rates and a unique daily rate of 11 €.



## Conclusion

The directive provides a framework that will enable Member States, with due regard for the **subsidiarity principle**, to give **economic incentives** to transport through a price structure that better reflects **costs to society**.

This Community framework is an important complement to the **internal market**, guaranteeing **sustainable freedom of movement**.