



## PRESS RELEASE

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(begin press release)

### **EUROVIGNETTE: THE SPIRIT OF COMPROMISE PREVAILS ON A CONCRETE, REAL AND EFFECTIVE VISION OF A SUSTAINABLE TRANSPORT**

UETR emphasizes the heavy impact on road transport companies resulting from the new text of the directive on the taxation of heavy goods vehicles for the use of certain infrastructure, 'Eurovignette III'.

The text approved this morning in Strasbourg by a large majority of MEPs allows Member States to decide whether to use the revenues to reduce the impact of external costs with investments in road transport sector. *"We are facing the introduction of a new additional tax on companies to make cash, beyond the declared environmental reasons. The Directive gives no guarantee that external costs caused by freight transport by road will be reduced: Member States can do as they wish with revenues"* said UETR President Francesco Del Boca.

That is true also for secured parking areas, which are essential to ensure the enforcement of EU social provisions and road safety: there is no mandatory provision.

UETR refutes the assertion that none of the external costs are currently paid by the users. Many external costs are already being borne: as an example, a transport company already pays the costs of traffic jams (fuel consumption, delivery delays, accidents). In this respect, UETR at least appreciates the approval of the (non-mandatory, in any case) provision allowing Member States to choose to apply or not tolls and/or user charges to certain vehicles, with legislation to be applied as a whole or not. *"It provides at least a little relief for small haulers"* says Del Boca. UETR's emphasis will from now on be focused on how Member States will apply the new Directive.

It should be noted, however, that it is discriminatory the fact that only road transport companies are included in the Directive scope, with the exclusion of other road users. This means that EU legislation as of today esteems goods moved by inland waterways, trains or ships do not emit any harmful emissions nor make any noise at all.

Moreover, Eurovignette III will affect the exchange of goods between States and price levels, penalizing citizens and consumers.

At the end of the day, there is no assurance that national and European policies - on taxes on transport, infrastructure development and co-modal interoperability of tolls - will be consistently focused on common goals of balancing the mobility and effective reduction of environmental impacts. Finally, the application of higher tolls during peak hours is unworkable in the transport sector which is often confronted by unforeseeable delays, caused by other parties than contractors.

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