

Eurovignette Directive

Overview of implementation in Member States

August 2024

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1. Background

Information about the Eurovignette Directive

Eurovignette – Amended in 2022

[Directive \(EU\) 2022/362](#) was introduced on 24 February 2022 amending the 1999 version.

- New features introduced:
 - Extension of the scope to include light-duty vehicles up to 3.5 tonnes plus buses and coaches.
 - A phasing out of time-based vignettes in favour of distance-based tolling. In principle, Member States should move to distance-based tolling on the core TEN-T network by 25 March 2030, but can derogate.
 - A new mandatory framework for adjusting rates (infrastructure and external cost charges) based on the energy efficiency and CO₂ emissions of motor vehicles will be introduced. This framework will coexist with the existing rate adjustments based on the vehicle's EURO norm. If a Member State already applies an external cost charge for CO₂ or has a fuel carbon-pricing measure in place, it may choose to omit the CO₂-based rate variation.
 - An additional, but not mandatory, external cost charge for CO₂ emissions.
 - The obligatory application of an air quality external cost charge from 25 March 2026 for heavy goods vehicles with the possibility to derogate.



Implementation

- Member States are not required to impose road tolls on vehicles, where they do, they must follow the EU Directive
- The deadline for EU Members States to transpose the Directive on their territories was 24 March 2024. Most of them have implemented it while others need to do it as soon as possible otherwise the European Commission may initiate infringement procedures.
- Member States that use a distance-based tolling system – and where governments have retained the power to vary toll charges – are best placed to deliver change.
- By 2026, distance and time-based tolls varied by CO₂ are expected to be in force in 17 Member States. This means that truck activity on 63% of EU territory will have a strong incentive to switch to zero-emission vehicles (ZEVs).

Implementation in Member States

Status update

Geographical overview



Source: Transport & Environment, March 2024

Glossary

- **Concession contracts:** Concessions involve a contractual arrangement between a public authority and an economic operator to deliver services or construct infrastructure. In this context, governments can only vary toll charges by agreement with the concession holder, usually under a formal procedure, often signed decades ago, with little regard to climate breakdown, air and noise pollution;
- **HDVs:** Heavy Duty Vehicles;
- **ETS 2:** a new emissions trading system that covers and addresses the CO₂ emissions from fuel combustion in buildings, road transport and additional sectors. It will become fully operational in 2027;
- **TEN-T policy:** The EU's trans-European transport network policy is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals;

Member States can be divided in three different groups (exceptions: Malta, Cyprus and Finland) according to the different tolling systems applied on their territories:

Distance-based electronic tolling:

- Austria
- Belgium
- Bulgaria
- Czech Republic
- Germany
- Hungary
- Poland
- Portugal
- Slovakia

Distance-based tolling using physical barriers:

- Croatia
- France
- Greece
- Ireland
- Italy
- Slovenia
- Spain

Time-based tolling using physical barriers:

- Denmark
- Estonia
- Latvia
- Lithuania
- Luxembourg
- Romania
- Sweden
- The Netherlands

Overview of useful links per country

Country	Website
Austria	https://go-maut.at/en/info-pages/co2-emission-class-calculator/#/
Belgium	https://www.viapass.be/en/downloads/tariffs/ https://www.dkv-mobility.com/en/toll/toll-services-by-country/belgium/
Bulgaria	https://tollpass.bg/en/toll-rates/tariff
Czech Republic	https://mytocz.eu/en/customer-services/toll-calculator
Denmark	https://www.ages.de/en/eurovignette-tariffs.html https://vejafgifter.dk/en/how-much-do-i-have-to-pay/
Estonia	https://www.riigiteataja.ee/akt/122122023001
Germany	https://www.toll-collect.de/en/toll_collect/rund_um_die_maut/co2_emissionen/co2_emissionen.htm https://www.toll-collect.de/en/toll_collect/bezahlen/maut_tarife/p1745_mauttarife_12_2023.html
Hungary	https://nemzetiutdij.hu/en/e-toll/etoll-tolls/toll-rates https://nemzetiutdij.hu/en/news/2024-toll-calculator-now-available
Netherlands	https://www.ages.de/en/eurovignette-tariffs.html https://www.vrachtwagenheffing.nl/english
Romania	https://www.roviniete.ro/en/info/rovinieta-pret https://www.eurowag.com/blog/romania-toll-systems-a-guide-for-truck-drivers#:~:text=Toll%20Rates%20and%20Payment%20Methods&text=For%20example%2C%20a%207%2Dday,reach%20up%20to%20%E2%82%AC1210
Sweden	https://www.tollguru.com/toll-calculator-sweden

Eurovignette Directive: already implemented

Austria, Belgium, Czech Republic, Estonia, Germany, Hungary

Austria

Distance-based electronic tolling

General info

- Since 1 January 2024, toll fees in Austria are based on the following **criteria**: distance, axle configuration, Euro emission class and CO₂ performance, and are levied on motorways and expressways for vehicles with a maximum permissible technical mass of over 3.5 tonnes.
- The mileage-element of the toll only applies to motor vehicles with a maximum permissible technical mass that is **above 3.5 tonnes**.
- The **cost of the toll** depends on the distance travelled, the number of axles, the vehicle's Euro emission class and the CO₂ performance of the motor vehicle. Special toll routes have higher rates.
- The toll charge amount depends on vehicle emission class and number of axles. All zero-emission vehicles will be classified into the emission class 5. In this case toll costs, when calculated per 1 kilometre of road, will be EUR 0.0538 (2 axles), EUR 0.0741 (3 axles) and EUR 0.1097 (4 or more axles).

Eurovignette implementation

- Since 1 January 2024, the **vehicle's CO₂ emission performance** also affects the toll rates.
- There are different rate levels by CO₂ class. Electric/hydrogen vehicles are in CO₂ class 5 (most favourable); vehicles first registered before 1 July 2019 are in the most expensive CO₂ class 1 (least favourable).
- More details can be found [here](#).
- The new pricing system for the mileage-based GO toll applies to vehicles with more than 3.5 tonnes of technically permissible total mass and will be introduced in stages from 2024 to 2026.

Belgium

General information

- Road tolls are subject to **regional competence** in Belgium (Flanders, Brussels, Wallonia)
- Road tolls are considered as a tax and not subject to VAT
- The toll in the three Belgian regions applies to heavy goods vehicles above 3.5 tonnes and articulated vehicles of class N1 (light goods vehicle) with body code BC, regardless of their weight.
- Tariffs applicable as of 1 January 2024 in Belgium can be found [here](#).
- Tariffs are based on Euro classes (0 to 6) and change in the different Belgian regions.
- More information about the tolling system can be found [here](#).

Distance-based electronic tolling

Eurovignette implementation

- The transposition into national law and implementation of Directive (EU) 2022/362 are **in preparation and may vary regionally**.
- The Flemish Region has requested a derogation for the transposition and implementation of Directive (EU) 2022/362 until 2028. On 1 January 2024, 700km was added to the tolled road network. It is expected that the toll network will be further expanded.
- On 1 January 2024, the Walloon Region will increase its toll rates to cover indexation. There are no indications about a transposition and implementation of the 2022 Directive.
- No information is currently available for Brussels Region.

Czech Republic

General information

- Heavy goods vehicles **above 3.5 tonnes** are subject to toll. The toll system was last modified in 2021.
- The toll is levied for the motorway and parts of the main road network.
- The toll rate consists of an infrastructure user charge, an external cost charge for air pollution and an external cost charge for noise.
- The tolls also vary between daytime and nighttime.
- More information about tolling can be found [here](#).

Distance-based electronic tolling

Eurovignette

- From 1 March 2024 the toll is determined by:
 - road category,
 - vehicle category,
 - four vehicle CO₂ emission classes,
 - maximum permissible weight of a vehicle or combination,
 - number of axles of a vehicle or a vehicle combination,
 - period of the day,
 - CO₂ performance of the motor vehicle: Vehicles are be categorised in five classes. Class 1 will be the least favourable class. The first registration date of the vehicle will determine the CO₂ performance and charging class.
 - It is possible to verify the information about the vehicle class in the [emission class finder](#).
 - Toll rates valid from 25 March 2024 can be found [here](#).

Estonia

Time-based vignette system

- Estonia has introduced CO₂ variation into its time-based user charge on 1 January 2024.
- Find out more on Estonia's Act amending the Traffic Act and the Road Transport Act [here](#).

Germany

Distance-based electronic tolling

General information

- A new CO₂ charge is introduced since 1 December 2023 based on the vehicle emissions class.
- How are emissions classes defined?
 - vehicles registered before 30 June 2019 are generally in vehicle emissions class 1 (least favorable)
 - vehicles registered as from 1 July 2019 can determine their emissions class on the [Toll Collect CO2 emission class finder](#)

More information in our briefing paper [here](#)



Eurovignette implementation

- New toll rates can be found [here](#).
- Tank-to-wheel “zero-emission” vehicles will initially be exempt from tolls until 31 December 2025. will only have to pay a 75% reduced toll rate for infrastructure costs and for toll rates for external costs for air and noise pollution.
- Since 1 December 2023, the total permissible weight of the vehicle is replaced by the technically permissible total mass of the vehicle to determine the charge category.
- As of 1 July 2024, the toll will be extended to vehicles with a technically permissible total mass above 3.5 tonnes.
- Since 1 January 2024, LNG and CNG vehicles are no longer exempted from the toll.

Hungary

Distance-based electronic tolling

General information

- HDVs **above 3.5 tonnes** are subject to tolls on the motorway, highway and main road network. The toll rate is determined by the weight class and Euro norm of the vehicle. The rate does not include external cost charges.
- On **1 January 2024**, the road toll system in Hungary **changed significantly**.
- A new “J5” axle category (heavy goods vehicles with 5 or more axles) is introduced. The “J4” category will now only include heavy goods vehicles with 4 axles.
- The **tolled network is expanded**: the M0 highway is included (section between M5-M1).
- External cost charges are included for traffic-based air pollution, noise and CO₂ emissions.
- Two **new environmental protection vehicles classes** appear: low-emission vehicle and zero-emission vehicle.

Eurovignette implementation

- Since 1 January 2024, the **new toll rate structure** consists of three elements:
 - the infrastructure charge (fixed element),
 - CO₂ emission external cost charge (fixed element),
 - external cost charges related to air pollution and noise (varied according to the tolled sections)
- The new rates containing the three elements of charges can be found [here](#).
- Road users can calculate how much toll has to be paid for their journeys using the [official calculator of the toll provider](#).
- Toll rates increased significantly, even +50% for five-axle EURO VI vehicles.

Eurovignette status: ongoing implementation

Denmark, The Netherlands

Denmark

General information

- Denmark applies the Eurovignette system, which is a time-based user charge.
- It applies to heavy goods vehicles weighing **above 12 tonnes**.
- The Eurovignette rates applicable until 31 December 2024 can be found [here](#).

Time-based vignette system

Eurovignette implementation

- Denmark will leave the Eurovignette system and **introduce an electronic toll on 1 January 2025**. The toll will only apply to heavy goods vehicles. The total rate will depend on the weight category of the vehicle and will vary according to its CO₂ performance. Toll rates will be higher in Low Emission Zones (LEZ).
- **Until 1 January 2027**, only vehicles **above 12 tonnes will be subject to the toll**. After that date, all heavy goods vehicles above 3.5 tonnes will become subject to the toll.
- Tolling will apply to all public roads in Denmark from 1 January 2028. Prior to that date, the toll will only apply to the main part of the state and municipal road networks.
- The toll rates from 1 January 2025 can be found [here](#).
- More information about the Danish tolling system can be found [here](#).

The Netherlands

Time-based vignette system

General information

- The Netherlands uses the Eurovignette system, which is a time-based user charge. It applies to heavy goods vehicles **above 12 tonnes**.
- The Eurovignette rates applicable until 31 December 2024 can be found [here](#).

Eurovignette implementation

- The **transposition into national law and implementation of Directive (EU) 2022/362 are in preparation**. The following changes are to be expected:
- The Netherlands will leave the Eurovignette system and will start applying **an electronic toll in 2026**. The Dutch government has developed an implementation plan.
- Information about the new toll is available [here](#).
- The toll will apply to heavy goods vehicles above 3.5 tonnes using the motorway and main road network, including in municipal areas.
- The toll rates will be based on the weight category of the vehicle and its Euro norm. Based on these criteria, the toll rate will be 0.15 cents/km on average.
- Further changes are to be expected, including the **introduction of a rate variation based on the CO₂ performance** of the vehicle.
- The net revenue of the toll will flow back to the road goods transport industry.

Eurovignette status: not yet implemented

Bulgaria, Latvia, Lithuania, Luxembourg, Poland, Romania, Slovakia, Slovenia, Sweden

Bulgaria

Distance-based electronic tolling

General information

- Since 2019, a toll is levied for heavy goods vehicles, buses and coaches **above 3.5 tonnes** on certain parts of the road network.
- The toll rates **vary according to the Euro norm** of the vehicle. No external cost charges are included in the toll rates.
- The most recent toll rates can be found [here](#).

Eurovignette implementation

- The transposition into national law and implementation of Directive (EU) 2022/362 are **in preparation**.
- As the deadline to vary tolls by CO₂ for countries with government-controlled tolls has just passed on 25 March 2024, Bulgaria needs to reform their systems as quickly as possible in order to comply with the new directive.

Latvia

Time-based vignette system

Eurovignette implementation

- As the deadline to vary tolls by CO₂ for countries with government-controlled tolls passed on 25 March 2024, Latvia needs to reform their systems as quickly as possible in order to comply with the new directive.

Lithuania

Time-based vignette system

Eurovignette implementation

- Lithuania still has not carried out the reform.
- As the deadline to vary tolls by CO₂ for countries with government-controlled tolls passed on 25 March 2024, Lithuania needs to reform their systems as quickly as possible in order to comply with the new directive.

Luxembourg

Time-based vignette system

Eurovignette implementation

- Luxembourg still has to carry out the reform.
- Luxembourg has obtained a one-year extension to implement CO₂ variation, bringing their deadline to 25 March 2025.

Poland

Distance-based electronic tolling

Eurovignette implementation

- Poland still has not carried out the reform.
- As the deadline to vary tolls by CO₂ for countries with government-controlled tolls passed on 25 March 2024, Poland needs to reform their systems as quickly as possible in order to comply with the new directive.

Romania

Time-based vignette system

General information

- A vignette is required to drive on the Romanian national road network.
- It **applies to all categories** of passenger and goods transport vehicles.
- The rate is determined by the **duration of the vignette** and the **weight category of the vehicle**.
- The rates do not vary according to the Euro norm of the vehicle and do not include external cost charges.
- Rates for the different vehicle categories are available [here](#).

Eurovignette implementation

- **The transposition into national law and implementation of Directive (EU) 2022/362 are in preparation.**
- From 1 January 2026, the vignette system will change. It will apply to passenger transport vehicles and goods transport vehicles below 3.5 tonnes. Rates will vary according to:
 - the weight class,
 - Euro norm of the vehicle,
 - and the duration of the vignette.
- Heavy goods transport vehicles above 3.5 tonnes will become subject to a toll on the Romanian SETRE road network. The SETRE road network is the network operated by European electronic toll service providers. The toll rate will consist of an infrastructure use charge and an external cost charge for air pollution.
- Tolls are calculated on the basis of the vehicle type, the vignette validity period and the vehicle weight and axles. More information can be found [here](#).

Slovakia

Distance-based electronic tolling

General information

- Since 2010, Slovakia has implemented an electronic payment system for HGVs over 3.5 tonnes on highways and national roads. This system, called MYTO, is managed by SKYTOLL. It uses GPS technology.
- Tolls are for all motorised vehicles with a maximum authorized weight over 3.5 tonnes. The toll network covers approximately 2,400 km of highways, priority lanes and national roads.

Eurovignette implementation

- Reform is in preparation.
- As the deadline to vary tolls by CO₂ for countries with government-controlled tolls passed on 25 March 2024, Slovakia needs to reform their systems as quickly as possible in order to comply with the new directive.

Slovenia

Distance-based tolling using physical barriers

Eurovignette implementation

- Reform is in preparation
- More information on vignettes in Slovenia can be found [here](#).

Sweden

Time-based vignette system

General information

- Sweden applies the **Eurovignette system**, which is a time-based user charge applicable to **heavy goods vehicles above 12 tonnes**.
- For vehicles registered in Sweden, only the annual vignette applies. The vignette is needed for the Swedish motorway network and some other specific roads.

Eurovignette implementation

- The **transposition into national law and implementation of Directive (EU) 2022/362 are in preparation**.
- On 1 May 2024, Sweden introduced a rate differentiation, in addition to the number of axles, based on the CO₂ performance of the motor vehicle and vehicles will be classified accordingly. This is expected to lead to an overall rate increase.
- In addition, rates also vary **according to pollutant emissions** for motor vehicles belonging to the least favourable CO₂ charging class.
- All goods vehicles above 7.5 tonnes have become subject to the toll, except emergency vehicles and mobile cranes. Vehicles between 7.5-12 tonnes pay one-third less than vehicles above 12 tonnes. Zero-emission vehicles above 4.25 tonnes are exempted as well.
- The Eurovignette rates applicable until 31 December 2024 can be found [here](#).
- On 1 January 2026, zero-emission vehicles above 4.25 tonnes will become subject to tolls but will pay the same as a vehicle of up to 3.5 tonnes with an internal combustion engine.
- On 25 March 2026, external cost charges for heavy goods vehicles will be introduced.
- On 26 March 2027, all vehicles above 3.5 tonnes will become subject to a toll as well as vehicles up to 3.5 tonnes capable of towing a trailer.

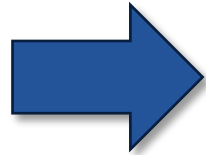
Eurovignette status: 'concessions countries'

Croatia, France, Greece, Ireland, Italy, Portugal, Spain

About 'concessions countries'

Concessions countries are:

- Croatia
- France
- Greece
- Ireland (partly)
- Italy
- Portugal
- Spain (partly)



Common features:

- In concession countries CO₂ variation risks being applied slowly (as toll contracts are renewed or substantially amended). ETS II offers these Member States a floor CO₂ price, boosting their ability to transition trucking.
- Under existing concession agreements, governments can typically only vary toll charges by agreement with the concession holder (or under a formal procedure, often decades old, which has little regard to CO₂, air pollution or noise). A proactive approach on existing contracts will be needed by concession countries. Otherwise, they risk a slower transition.

SOURCES

- <https://www.iru.org/>
- <https://www.transportenvironment.org/articles/tolling-the-highway-to-green-trucking>
- <https://www.eetsinfoplatform.eu/news/introduction-of-a-co2-dependent-toll-in-austria-from-1st-of-january-2024/#:~:text=With%20an%20amendment%20to%20the,vehicle's%20traffic%20based%20CO2%20emissions.>
- <https://www.dkv-mobility.com/en/toll/toll-services-by-country/belgium/>
- <https://www.as24.com/en/offers/tolls/slovakia#:~:text=This%20system%2C%20called%20MYTO%2C%20is,priority%20lanes%20and%20national%20roads.>
- <https://www.eurowag.com/blog/romania-toll-systems-a-guide-for-truck-drivers>
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- [https://inelo.com/2024-toll-charges-in-austria-what-should-you-know/#:~:text=The%20toll%20charge%20amount%20depends,\(4%20or%20more%20axes\)](https://inelo.com/2024-toll-charges-in-austria-what-should-you-know/#:~:text=The%20toll%20charge%20amount%20depends,(4%20or%20more%20axes))

Thank you for letting us know if any information in this document is not accurate. We will amend it as soon as possible.

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