

## Where do we stand with the implementation of the Eurovignette Directive? ECG publishes report



The **Eurovignette Directive** governing truck road tolling in the European Union (EU) was last modified in 2022, and Member States needed to transpose it by 25 March 2024. So, where do we currently stand?

Currently 6 Member States out of 27 have implemented the Directive. Find out more in the ECG report [here](#). The ECG is the association of European Vehicle Logistics operators.

Member States imposing road tolls on their national territories must follow the new requirements of the Directive. ECG's report shows the implementation status of the Eurovignette Directive in the EU including useful links to calculate new tolls where applicable.

This report follows the **briefing paper** published by ECG in October 2023 summarizing the main cost effects of the implementation in Germany where the estimated impact per kilometre driven was a significant increase of 7.9% for car transporters.

Main new elements of the Directive are:

- 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 CO<sub>2</sub> emissions of motor vehicles will be introduced. This framework will co-exist with the existing rate adjustments based on the vehicle's EURO norm. If a Member State already applies an external cost charge for CO<sub>2</sub>, or has a fuel carbon-pricing measure in place, it may choose to omit the CO<sub>2</sub>-based rate variation.
- An additional, but not mandatory, external cost charge for CO<sub>2</sub> emissions.
- The obligatory application of an air quality external cost charge from 25 March 2026 for heavy goods vehicles with the possibility to derogate.

The cost per kilometre driven on EU roads varies based on the approach each Member State takes to implement the provisions of the Directive.

