

# **EUROVIGNETTE DIRECTIVE**

**Overview of implementation  
in Member States**





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# 1. Background

## Information about the Eurovignette Directive



- **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.
- **Euroclass:** Refers to the European emission standards that regulate the levels of pollutants vehicles can emit. These standards, often referred to as "Euro" standards, are used to determine a vehicle's environmental impact, particularly in relation to access to low emission zones (LEZs) and for tax purposes.
- **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.
- **HDVs:** Heavy Duty Vehicles
- **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.
- **Transposition:** The process by which EU Member States incorporate an EU directive's requirements into their own national laws, regulations, or administrative provisions within a specified deadline. Transposition ensures that the directive's objectives are legally binding and enforceable at the national level.



# Eurovignette – amended in 2022

**Directive (EU) 2022/362** on the charging of vehicles for the use of certain infrastructure (road tolls), was adopted on 24 February 2022, amending Directive 1999/62/EC.

- **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.



## 2. Latest updates

Key developments at the European level



# What's new in the EU?

## UPDATES

- On **5 March 2025**, the European Commission adopted a Communication containing the Industrial Action Plan for the European automotive sector, incorporating insights from an open public consultation on the industry's future.
- The Action Plan outlines the Commission's intention to propose a targeted amendment to the Eurovignette Directive, aiming to extend the current exemption for zero-emission heavy-duty vehicles from road charges **beyond 31 December 2025**. This measure is intended to accelerate the adoption of zero-emission heavy-duty vehicles.
- On **27 June 2025**, the European Commission proposed a targeted amendment to the Eurovignette Directive to extend toll and user charge exemptions for zero-emission heavy-duty vehicles (HDVs) **until 30 June 2031**. This initiative is a direct follow-up to the Industrial Action Plan for the European automotive sector, adopted in March 2025.
- Under the current rules, the exemption is set to **expire** on **31 December 2025**, after which only a maximum toll reduction of 75% would be allowed from **1 January 2026**.
- The proposal is now being examined under the EU's standard lawmaking process, the ordinary legislative procedure, which requires agreement between the European Parliament and the Council of the European Union.



# Next steps

## UPDATES

- On **16 July 2025**, the European Parliament's Transport Committee voted in favour of the proposal.
- The plenary vote is expected to take place in September 2025, under an emergency procedure intended to fast-track the adoption process.
- Following the Parliament's vote, the proposal will also need to be approved by the Council of the European Union. A formal Council vote is expected by the end of 2025.
- If adopted, the amended Directive would ensure continued incentives for the rollout of zero-emission HDVs across the EU, contributing to the sector's decarbonisation goals.



## 3. Implementation in Member States

Status update



# General information

## UPDATES

- Member States are not obliged to impose road tolls, but if they do, they must comply with the [Directive \(EU\) 2022/362](#) , including provisions for distance-based tolling and CO<sub>2</sub>-based charging.
- EU Member States were required to transpose the Eurovignette Directive (EU) 2022/362 into national law by **25 March 2024**. However, by the deadline, **16 Member States** (Belgium, Bulgaria, Croatia, Cyprus, Greece, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Poland, Portugal, Slovenia, Slovakia and Spain) had not notified the European Commission of their compliance measures.
- On **23 May 2024**, the European Commission issued **letters of formal notice** to the Member States concerned, launching infringement proceedings. They were given two months to explain the delays and outline credible implementation plans. Where responses were satisfactory, no further action was taken.
- Where responses were found to be insufficient, the Commission proceeded to the next stage. On **16 December 2024**, it issued **reasoned opinions** to **eight Member States** (Bulgaria, Greece, Spain, Italy, Luxembourg, Malta, Poland and Portugal) granting them an additional two-month period to adopt the necessary measures for full transposition of the Directive into national law.
- In response, most of these Member States submitted calendars outlining their planned adoption of transposition measures.
- **Bulgaria, Greece and Poland** failed to provide satisfactory explanations or to comply within the required timeframe. As a result, on **7 May 2025**, the Commission escalated the infringement procedure by referring the cases to the **Court of Justice of the European Union (CJEU)**, citing the lack of sufficient progress by their national authorities. However, at the beginning of **August 2025**, Bulgaria implemented the Eurovignette Directive, addressing road tolling requirements based on emissions.



## Member States can be divided in three different groups 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
- Luxemburg
- Romania
- Sweden
- The Netherlands

**\*Special Status Countries: Malta, Cyprus & Finland**



# Overview of useful links per country

Country	Website
Austria	<a href="https://go-maut.at/en/info-pages/co2-emission-class-calculator/#/">https://go-maut.at/en/info-pages/co2-emission-class-calculator/#/</a> & <a href="https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&amp;Gesetzesnummer=20012804">https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&amp;Gesetzesnummer=20012804</a>
Belgium	<a href="https://www.viapass.be/en/downloads/tariffs/">https://www.viapass.be/en/downloads/tariffs/</a> <a href="https://www.dkv-mobility.com/en/toll/toll-services-by-country/belgium/">https://www.dkv-mobility.com/en/toll/toll-services-by-country/belgium/</a>
Bulgaria	<a href="https://tollpass.bg/en/toll-rates/tariff">https://tollpass.bg/en/toll-rates/tariff</a>
Croatia	<a href="https://www.hac.hr/hr/cestarina/cjenik">https://www.hac.hr/hr/cestarina/cjenik</a>
Czech	<a href="https://myto.cz/en/customer-services/toll-calculator">https://myto.cz/en/customer-services/toll-calculator</a> & <a href="https://myto.gov.cz">myto.gov.cz</a> ,
Denmark	<a href="https://www.ages.de/en/eurovignette-tariffs.html">https://www.ages.de/en/eurovignette-tariffs.html</a> <a href="https://vejafgifter.dk/en/how-much-do-i-have-to-pay/">https://vejafgifter.dk/en/how-much-do-i-have-to-pay/</a>
Estonia	<a href="https://www.riigiteataja.ee/akt/122122023001">https://www.riigiteataja.ee/akt/122122023001</a>
Germany	<a href="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/rund_um_die_maut/co2_emissionen/co2_emissionen.htm</a> <a href="https://www.toll-collect.de/en/toll_collect/bezahlen/maut_tarife/p1745_mauttarife_12_2023.html">https://www.toll-collect.de/en/toll_collect/bezahlen/maut_tarife/p1745_mauttarife_12_2023.html</a>
Hungary	<a href="https://nemzetiutdij.hu/en/e-toll/etoll-tolls/toll-rates">https://nemzetiutdij.hu/en/e-toll/etoll-tolls/toll-rates</a> <a href="https://nemzetiutdij.hu/en/news/2024-toll-calculator-now-available">https://nemzetiutdij.hu/en/news/2024-toll-calculator-now-available</a>
Netherlands	<a href="https://www.ages.de/en/eurovignette-tariffs.html">https://www.ages.de/en/eurovignette-tariffs.html</a> <a href="https://www.vrachtwagenheffing.nl/english">https://www.vrachtwagenheffing.nl/english</a>
Romania	<a href="https://www.roviniete.ro/en/info/rovinieta-pret">https://www.roviniete.ro/en/info/rovinieta-pret</a> <a href="https://www.eurowag.com/blog/romania-toll-systems-a-guide-for-truck-drivers#:~:text=Toll%20Rates%20and%20Payment%20Methods&amp;text=For%20example%2C%20a%207%2Dday,reach%20up%20to%20%E2%82%AC1210">https://www.eurowag.com/blog/romania-toll-systems-a-guide-for-truck-drivers#:~:text=Toll%20Rates%20and%20Payment%20Methods&amp;text=For%20example%2C%20a%207%2Dday,reach%20up%20to%20%E2%82%AC1210</a>
Sweden	<a href="https://www.tollguru.com/toll-calculator-sweden">https://www.tollguru.com/toll-calculator-sweden</a>



## **Eurovignette Directive implemented and in force**

**Austria, Czech Republic, Denmark, Estonia, France, Germany, Hungary, Latvia, Lithuania, Luxembourg, Slovakia, Sweden**



## General information

- Since 1 January 2024, toll fees in Austria are based on the following **criteria**: distance, axle configuration, Euro emission class and CO<sub>2</sub> 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 CO<sub>2</sub> 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

### UPDATES

- **Starting 1 January 2025, toll rates for CO<sub>2</sub> Class 5 (Zero-Emission Vehicles) over 3,5 tonnes are: 0.0577/km for 2-axle vehicles, €0.0796/km for 3-axle vehicles, €0.1179/km for vehicles with 4 or more axles.**
- **Toll rates for CO<sub>2</sub> classes 1 to 4 increased by about 11.6% in 2025 following a December 2024 regulation.**
- Austria implemented the Eurovignette directive on time, introducing a new mileage-based toll system that incorporates environmental criteria, specifically, CO<sub>2</sub> emissions, starting in 2024.
- Toll rates vary by CO<sub>2</sub> emission class. Electric and hydrogen-powered vehicles are assigned to CO<sub>2</sub> class 5 (most favourable), while vehicles first registered before 1 July 2019 are assigned to CO<sub>2</sub> class 1 (least favourable), unless they are zero-emission. 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.



## 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](#).

## Eurovignette implementation

### UPDATES

- **A modernised electronic toll system is now operational and accessible via [myto.gov.cz](https://myto.gov.cz), offering improved digital integration and cross-border compatibility to enhance usability for international freight operators.**
- The Czech Republic implemented Eurovignette Directive ahead of the 25 March 2024 deadline, introducing a comprehensive distance-based toll system that incorporates CO<sub>2</sub> emission-based pricing.
- Since 1 March 2024, toll rates have been determined by a combination of factors, including road category, vehicle category, CO<sub>2</sub> emission class (ranging from Class 1 to 5, with Class 1 being the least favourable), maximum permissible weight, number of axles, time of day and the vehicle's CO<sub>2</sub> performance based on its first registration date.
- Vehicle owners can verify their CO<sub>2</sub> class using the [emission class finder](#).
- The most up-to-date toll rates can be accessed [here](#).



## Eurovignette implementation

**UPDATES**

- Denmark implemented the Eurovignette Directive on time, exited the Eurovignette system, and introduced an electronic toll system on 1 January 2025. Details of the toll rates can be found [here](#).
- The toll applies only to heavy goods vehicles, and the total rate depends on the weight category of the vehicle and varies according to its CO<sub>2</sub> performance. Toll rates are higher in Low Emission Zones (LEZ). More information can be found [here](#).
- **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.



## Eurovignette implementation

### UPDATES

- From 1 January 2025, the data transparency rule was activated. Toll rate information must now be published annually to ensure transparency and public access.
  - From 1 January 2026, significantly lower toll rates for zero-emission trucks (e.g., electric or hydrogen-powered) will take effect, aiming to incentivise the use of cleaner vehicles.
- Estonia met the deadline for implementing the Eurovignette Directive by amending the Traffic Act and the Road Transport Act. Find out more [here](#).
  - Since January 2024, vignette prices are differentiated based on vehicle CO<sub>2</sub> performance, including factors such as vehicle category, Euro emission class, and registration date. This aims to incentivise the use of cleaner heavy-duty vehicles. For more information read [here](#).
  - Vehicle classification guidance is available through [national transport authority](#).



## General information

- In France, tolls apply to **all goods and passenger transport vehicles** on the motorway network which has been concessioned by the French government.
- For heavy-duty vehicles, the rates do not vary according to the Euro norm of the vehicle, only according to the weight category and number of axles. The rates do not include external cost charges.
- The rates **vary according to the concession holder**.
- Applicable rates can be found [here](#).

## Eurovignette implementation

- The new framework of Eurovignette Directive has been applied to new and renewed concessions after 24 March 2024.
- Infrastructure charges vary according to vehicles' CO2 performance. Reduced rates will apply to zero-emission vehicles until the end of 2025.
- An external cost charge for air pollution has been introduced since 25 March 2026. An exemption of this external cost charge is foreseen for the best environmentally performing vehicles. Rates will also vary based on the time of the day.
- In concession countries, such as France, 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.



## General information

- A new CO<sub>2</sub> 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 CO<sub>2</sub> emission class finder\*\*](#)

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



## Eurovignette implementation

- Germany implemented the Eurovignette Directive on time, introducing new toll rates based on CO<sub>2</sub> emissions and vehicle categories. The new toll rates are available [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.



## 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

- Hungary implemented the Eurovignette Directive on time, and since 1 January 2024, the new toll rate structure has consisted 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 implementation

**UPDATES**

- Latvia missed the transposition deadline for the Eurovignette Directive, and the European Commission sent a letter of formal notice on 23 May 2024, allowing a two-month period to respond and take necessary measures.
- In December 2024, Latvia transposed the Eurovignette Directive into national law by amending the Law on Vehicle Operation Tax and Company Light Vehicle Tax.
- As of January 2025, Latvia applies the vehicle operation tax based on the following:
  - ◆ **Passenger cars & trucks ≤ 3,500 kg:** Tax is based on CO<sub>2</sub> emissions (two different standards depending on registration date), or a combined calculation using weight, engine capacity, and power. If none of these apply, tax is calculated based on gross vehicle weight.
  - ◆ **Trucks (3,501–12,000 kg):** Tax is based on the EURO emission standard.
  - ◆ **Trucks over 12,000 kg (excluding semi-trailer tractors):** Tax is based on the number of axles and emission standard.
- More information can be found [here](#)



## Eurovignette implementation

### UPDATES

- Lithuania missed the transposition deadline for the Eurovignette Directive, and the European Commission sent a letter of formal notice on 23 May 2024, allowing a two-month period to respond and take necessary measures.
- In December 2024, Lithuania transposed the Eurovignette Directive into national law.
- From 1 January 2025, new road tax rates came into effect, based on:
  - ◆ the vehicles emission class (Euro class), higher Euro class means lower tax, as these vehicles pollute less
  - ◆ the number of axles.
- More information on toll rates from January 2025 can be found [here](#).



## Eurovignette implementation

### UPDATES

- Luxembourg missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024, followed by a reasoned opinion on 16 December 2024, each providing a two-month period to respond and take necessary measures.
- Late December 2024, Luxembourg transposed the Eurovignette Directive into national law.
- From 1 January 2025, new road tax rates came into effect, based on:
  - ◆ the CO2 emission class (Euro class), higher Euro class means lower tax, as these vehicles pollute less
  - ◆ the number of axles.
- From 26 March 2027, charges will change for vehicles with a technically permissible maximum laden mass of more than 3.5 tonnes but less than 12 tonnes.
- More information on toll rates from January 2025 and March 2027 can be found [here](#).



## 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 authorised weight over 3.5 tonnes. The toll network covers approximately 2,400 km of highways, priority lanes and national roads.

## Eurovignette implementation

- **Slovakia transposed the Eurovignette Directive through amendments to the Toll Collection Act and Government Regulation No. 418/2024 Coll.**
- **After a formal notice from the European Commission in May 2024, Slovakia provided an efficient compliance plan.**
- **Since 1 July 2025, tolls for heavy goods vehicles use a multi-component system with itemised charges: infrastructure fee, CO<sub>2</sub>-related external cost, and air pollution cost.**
- **Vehicles are divided into five CO<sub>2</sub> classes; Class 1 pays the highest toll, Class 5 (zero-emission) the lowest.**
- **All vehicles start in CO<sub>2</sub> Class 1; operators of vehicles registered from 1 July 2019 can apply for reclassification by submitting documents (registration certificate, COC/CIF).**
- **Reclassification requests are accepted since 23 June 2025 and take effect from 1 July 2025.**

**UPDATES**



## 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

### UPDATES

- **Since March 25, 2025, Sweden has implemented a CO<sub>2</sub>-based road toll system for trucks over 12 tonnes, with fees determined by both Euro emission class and CO<sub>2</sub> efficiency, aiming to incentivise the use of cleaner vehicles. More information [here](#).**
- Sweden implemented the Eurovignette Directive on time since 1 May 2024, Sweden applies tolls based on CO<sub>2</sub> performance, pollutant emissions, and axle count. Vehicles over 7.5 tonnes are subject to tolls, except emergency vehicles and mobile cranes. Trucks between 7.5–12 tonnes pay one-third less than heavier ones. Zero-emission vehicles over 4.25 tonnes are currently exempt.
- 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 Directive: implemented but further action pending**

**Belgium, Bulgaria, Croatia, Ireland, Italy, Portugal, Romania,  
Slovenia, Spain, The Netherlands**

## 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](#).

## Eurovignette implementation

### UPDATES

- **The Flemish and Brussels-Capital Regions have implemented the Eurovignette Directive on time, while Wallonia hasn't fully transposed it but raised toll rates for indexation on 1 January 2025. More information [here](#).**
- **Due to partial compliance, the European Commission issued a formal notice in May 2024 and a reasoned opinion in June 2025.**
- **On 9 July 2025, Wallonia amended its law to introduce a kilometre charge for heavy trucks over 3.5 tonnes, moving toward emission- and weight-based tolling.**
- **From 1 July 2025, Belgium will update kilometre charges in Brussels and Flanders based on region, weight, and emissions, with zero-emission vehicles up to 3,5 tonnes exempt. More information can be found [here](#).**
- 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.



## 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

### UPDATES

- Bulgaria transposed the Eurovignette Directive into national law in early August 2025, which includes several key updates:
  - ◆ **Congestion Charges:** For costs related to congestion and pollution (air, noise, CO<sub>2</sub>).
  - ◆ **External Cost Charges:** For recovering costs of air pollution, noise, and CO<sub>2</sub> emissions.
  - ◆ **Infrastructure Charges:** For maintenance, operation, and development of road infrastructure.
- You can read more information [here](#).
- Bulgaria initially missed the transposition deadline for the Eurovignette Directive, leading the European Commission to send letters of formal notice on 23 May 2024, followed by reasoned opinions on 16 December 2024.
- Due to Bulgaria's failure to comply with its legal obligations, the European Commission referred the country to the Court of Justice of the EU on 7 May 2025.

## General information

- Croatia's digital toll system (e-vignette) has been postponed to 2026. Read more [here](#).
- The country currently uses distance-based tolling with physical barriers. More information about the prices can be found [here](#).

## Eurovignette implementation

### UPDATES

- **Croatia missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024.**
- **On 26 July 2024, Croatia transposed the Eurovignette Directive into national law.**
- **This introduced provisions allowing toll variations based on environmental factors such as CO<sub>2</sub> emissions, air pollution, and noise.**
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution, and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.



## Eurovignette implementation

### UPDATES

- Ireland missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024. However, in November 2024, Ireland transposed the Eurovignette Directive into national law.
  - There are plans for tolls to include infrastructure costs, environmental charges (CO<sub>2</sub>, air/noise pollution), and optional congestion fees.
  - Exemptions or reductions may apply to zero-emission vehicles (up to a weight limit) and certain heavy goods vehicles under specific conditions.
  - From 2030, heavy trucks won't pay user charges on the core EU network unless justified. Until 2027, tolls on vehicles under 12 tonnes require strict conditions to avoid traffic or cost issues. More information can be found [here](#).
  - You can find information about the toll rates, which have been in effect since 1 January 2025, here. [here](#).
- 
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.

## Eurovignette implementation

### UPDATES

- Italy missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024, followed by a reasoned opinion on 16 December 2024, each providing a two-month period to respond and take necessary measures.
  - Later in December 2024, Italy transposed the Eurovignette Directive into national law.
  - The new framework allows for future tolls based on CO<sub>2</sub> emissions for heavy vehicles, charges for external costs such as air and noise pollution, and optional congestion charges in busy traffic zones, with gradual implementation expected from 2026. More information can be found [here](#).
- 
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.



## Eurovignette implementation

**UPDATES**

- Portugal missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024, followed by a reasoned opinion on 16 December 2024, each providing a two-month period to respond and take necessary measures.
  - On 25 March 2025, Portugal transposed the Eurovignette Directive into national law, enabling toll differentiation based on CO<sub>2</sub> emissions, vehicle category, and distance traveled. Heavy vehicles are classified from CO<sub>2</sub> Class 1 (most polluting) to Class 5 (zero emissions), with higher classes benefiting from lower toll rates.
  - New toll structure components may include:
    - ◆ Infrastructure usage fee
    - ◆ Congestion charge
    - ◆ Externality rate (for pollution or noise)
  - More detailed information can be found [here](#).
- 
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.

## 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

### UPDATES

- **Romania missed the transposition deadline for the Eurovignette Directive but transposed it into national law in January 2024 and provided a sufficient implementation plan for 2026.**
- 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](#).



## Eurovignette implementation

### UPDATES

- Slovenia missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024.
- In December 2024, Slovenia transposed the Eurovignette Directive into national law. The country has legally committed to CO<sub>2</sub>-based toll differentiation for heavy vehicles, with lower fees for cleaner trucks. While the legal framework is already in place, implementation is scheduled to begin gradually, starting around March 2026.
- More information on vignettes in Slovenia can be found [here](#).

## Eurovignette implementation

### UPDATES

- Spain missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024, followed by a reasoned opinion on 16 December 2024, each providing a two-month period to respond and take necessary measures.
  - On March 19, 2025, Spain established the criteria for determining tolls, exemptions, and reductions for vehicles using certain infrastructures within the state road network. Introducing mechanisms to adjust tolls based on the environmental performance of vehicles, supporting the EU's "polluter pays" principle. More information can be found [here](#).
  - From November 11, 2026, the AP-68 toll road between Bilbao and Zaragoza will be free of charge.
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.



## General information

- The Netherlands uses the Eurovignette system, which is a time-based user charge. It applies to heavy goods vehicles **above 12 tonnes**.

## Eurovignette implementation

### UPDATES

- **The Netherlands met the deadline for implementing the Eurovignette Directive.**
- From mid-2026 (expected July 1), all trucks over 3.5 tonnes in the Netherlands will have to pay a distance-based road toll (around €0.11 to €0.19 per km), with the exact charge depending on the vehicle's weight and CO<sub>2</sub>/emission class. The Dutch government has developed an [implementation plan](#).
- Tolls on the Blankenburg Tunnel, ViA15, and Western Scheldt Tunnel are governed by Temporary Toll Acts, which now prohibit emission-based pricing and discrimination against non-regular users, ensuring equal rates for all vehicles.

- 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 CO<sub>2</sub> performance** of the vehicle.

**Eurovignette Directive: no action taken at the national level**

**Greece, Poland**



## Eurovignette implementation

### UPDATES

- Greece missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024.
  - As a result, the Commission issued a letter of formal notice on 23 May 2024, followed by reasoned opinions on 16 December 2024, each providing a two-month period to respond and take necessary measures.
  - Due to this failure to comply with its legal obligations, the European Commission referred Greece to the Court of Justice of the EU on 7 May 2025.
  - Greece must now urgently reform its tolling system to meet EU requirements and avoid further legal and financial consequences.
- 
- In concession countries, CO<sub>2</sub>-based tolling has been delayed due to long-term contracts with private operators that limit changes to tolls unless contracts are renewed or amended. These outdated agreements often ignore CO<sub>2</sub>, pollution and noise factors. However, ETS II introduces a CO<sub>2</sub> price floor, helping such countries speed up their transition despite these challenges.

## Eurovignette implementation

**UPDATES**

- Poland missed the transposition deadline for the Eurovignette Directive and the Commission sent a letter of formal notice on 23 May 2024.
- As a result, the Commission issued a letter of formal notice on 23 May 2024, followed by reasoned opinions on 16 December 2024, each providing a two-month period to respond and take necessary measures.
- Due to this failure to comply with its legal obligations, the European Commission referred Greece to the Court of Justice of the EU on 7 May 2025.
- Poland must now urgently reform its tolling system to meet EU requirements and avoid further legal and financial consequences.



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**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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