

FIEC is the European Construction Industry Federation, representing via its 29 National Member Federations in 26 countries (23 EU & EFTA and Turkey) construction enterprises of all sizes, i.e. small and medium-sized enterprises as well as "global players", carrying out all forms of building and civil engineering activities.
Recognised "Sectoral Social Partner" (employers)

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FIEC position paper

27.11.2017

Proposal for a Directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructure

■ General comments

FIEC generally welcomes the Commission's proposal of 31st May 2017 for a Directive amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures.

FIEC is confident that the new elements on the table are more appropriate to help reverse the economic, environmental and societal impact of road traffic, and especially the impact generated by heavy goods vehicles which are used by the transport sector.

Charging mechanisms based on the "user pays" and "polluter pays" principles are valid and reasonable tools in economic, social and environmental terms. Road infrastructure is degrading in many Member States because of inadequate maintenance. Public spending on road maintenance has decreased significantly in the EU and this leads to a number of negative economic, social and environmental impacts.

Therefore, in the post-crisis context and considering that public budgets face enormous difficulties to allocate adequate levels of public investment for the maintenance or construction of certain transport infrastructures, charging systems are means of generating additional financial resources.

This is why FIEC regrets that **the earmarking principle of article 9** has not been reinforced. Without mandatory earmarking for the development of sustainable transport infrastructure, the revision of the Directive will again miss its target.

Indeed, when Member States decide to introduce infrastructure charges, external-cost charges and/or congestion charges, this should not be an end in itself, but goal-oriented, towards the development of efficient and sustainable infrastructure and, by the way, reducing the negative impacts of road transport.

For this reason:

- FIEC calls for a **mandatory earmarking of the revenues generated** by this Directive for the development of sustainable transport infrastructure (art. 9 par. 2).
- FIEC welcomes the **greater transparency** imposed to Member States (**art. 11**) as regards the tolls and user charges levied on their territories, the use of revenues and the quality of roads where tolls/user charges are applied. Such a measure contributes to increasing the public acceptance towards the proposed scheme.

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■ FIEC amendments' proposals

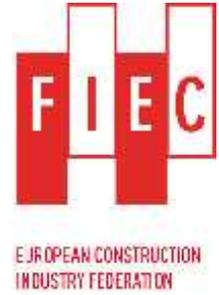
Amendment 1:

Directive 1999/62/EC Article 9 – paragraph 2

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
<p>Member States shall determine the use of revenues generated by this Directive. To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, should be used to benefit the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, should be used to make transport more sustainable, including one or more of the following:</p> <ul style="list-style-type: none"> (a) facilitating efficient pricing; (b) reducing road transport pollution at source; (c) mitigating the effects of road transport pollution at source; (d) improving the CO 2 and energy performance of vehicles; (e) developing alternative infrastructure for transport users and/or expanding current capacity; (f) supporting the trans-European transport network; (g) optimising logistics; (h) improving road safety; and (i) providing secure parking places. 	<p>Member States shall earmark the revenues generated by this Directive. To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, shall be used to benefit the transport sector, and optimise the entire transport system (i.e. improving existing infrastructure, developing traffic management systems aiming at optimizing the use of existing infrastructure and developing a balanced transport infrastructure network, according to needs). In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, shall be used to make transport more sustainable, including one or more of the following:</p> <ul style="list-style-type: none"> (a) facilitating efficient pricing; (b) reducing road transport pollution at source; (c) mitigating the effects of road transport pollution at source; (d) improving the CO 2 and energy performance of vehicles; (e) developing alternative infrastructure for transport users and/or expanding current capacity; (f) supporting the trans-European transport network; (g) optimising logistics; (h) improving road safety; and (i) providing secure parking places.

Justification:

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The earmarking of additional revenues should be goal-oriented to better – and more sustainable – conditions of mobility, and therefore to the development of efficient and sustainable infrastructure. The earmarking process should ensure the repair, maintenance, improvement and development of a balanced infrastructure network, that is to say a fair treatment of all modes of transport.

Amendment 2:

**Proposal for a Directive – amending act
 Recital 19a new**

<i>Text proposed by the Commission:</i>	<i>Amendment:</i>
	<p>In particular and in accordance with the transport policy objectives of this Directive, the additional revenue generated from an external cost charge should be used to improve the transport sector as a whole, namely projects with a broad Community interest, and with the objective of reducing external costs. Such projects should therefore relate to facilitating efficient pricing, reducing road transport pollution at source, mitigating its effects and developing sustainable infrastructure for transport users. It includes for example, repair, maintenance and improvement works on existing infrastructure, developing new infrastructure and the implementation of the transport part of the action plans under Council Directive 96/62/EC of 27 September 1996 on ambient air quality assessment and management and Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise, which may comprise measures to mitigate traffic-based noise and air pollution around large infrastructure and in agglomerations.</p>

Justification:

The internalisation of external costs should not be an end in itself, but goal-oriented, towards the development of efficient and sustainable infrastructure. The earmarking of additional revenues generated by the internalisation of external costs should guarantee the best – and most sustainable – conditions of mobility to transport users.