

[REDACTED]

De. [REDACTED]

Thank you for the question. EMS vehicles would also be included in VECTO from day one at least as far as they fall in vehicle class 5, 9 or 10, i.e. vehicles combinations with a 4x2 or a 6x2 tractor or a 6x2 rigid vehicle, which seem to be the most common. The categories 11 and 12 (combinations with 6x4 tractor or rigid vehicle, which could also be relevant for EMS) could be covered at a later stage.

Having said this, it is still early to say how any vehicle category would be charged. What the Commission proposed last year is that the infrastructure charges for heavy duty vehicles would have to be varied according to the CO2-emissions of the vehicle, once those emissions are certified and the Commission has defined the reference CO2-emission values and relevant vehicle categories.

In the case of vehicles for which the emissions would not be certified yet, such variation would not be possible. They would pay the infrastructure charge depending solely on the size of the vehicle (number of axles or weight depending on the Member State). This being said, instead of being penalised, they probably benefit from the fact that the largest vehicle class is often 4+ axles (or even 3+ in some cases). I therefore don't think that the fear of paying more is well founded.

Does this answer your question?

Kind regards,



European Commission

Directorate-General for Mobility and Transport
Road transport

DM28 04/85
B-1049 Brussels/Belgium

[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 5, 2018 10:20 AM
To: [REDACTED]
Subject: Eurovignette - VECTO

Dear [REDACTED]

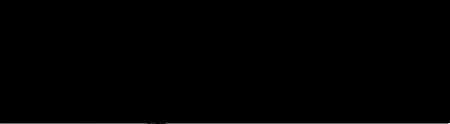
I manage environmental policy here and my colleague [REDACTED] passed me on your contact details as I have a question about Eurovignette.

In the context of the HDV CO2 standards, we have been having some questions from our members (in Scandinavia) about what will happen to vehicles that are not included in VECTO (primarily EMS vehicles and those with 4 or 5 axels – both of which are very common occurrences in Scandinavia).

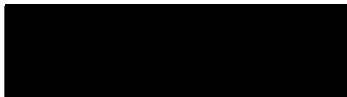
The question is, as external charging will be based on the HDV CO2 targets – how will vehicles that are not yet in this system (as not yet in VECTO) be charged? There is a fear that they could end up being discriminated against and paying more (while they are more efficient) simply as there is no measurement of their CO2 emissions.

Many thanks in advance for any clarification you could offer on this point.

Best regards,



Manager - Environmental Affairs, IRU Permanent Delegation to the EU



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