

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 voting recommendations

02.05.2018

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

⇒ **FIEC calls Members of the TRAN Committee to VOTE IN FAVOUR of the following amendments, in order to reinforce the earmarking and transparency principles.**

■ General comments

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 strongly supports that several amendments propose to clearly reinforce the earmarking principle (art. 9).** Without mandatory earmarking of the revenues generated by this Directive for the development of sustainable transport infrastructure, the revision of the Directive will again miss its target.
- **FIEC also supports the various amendments which propose to introduce greater transparency (art. 11)** as regards the use of tolls and user charges levied. Such measures contribute to increasing the public acceptance towards the proposed scheme.

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■ Amendment 431

Proposal for a Directive

Article 1 – paragraph 1 – point 14 – point –a (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – subparagraph 1

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
	<p>-a in paragraph 2, the first sub-paragraph is replaced by: Member States shall use the revenues generated from infrastructure and external costs charges to carry out road network maintenance and upkeep, including the development of an intelligent and connected road infrastructure.</p>

■ Amendment 432

Proposal for a Directive

Article 1 – paragraph 1 – point 14 – point –a a) (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – introductory part

<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>	<p>-a a) In Article 9, paragraph 2, the introductory part is replaced by the following: 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. 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>

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■ Amendment 433

Proposal for a Directive
Article 1 – paragraph 1 – point 14 – point a (new)
Directive 1999/62/EC
Article 9 – paragraph 2

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
	<p>(aa) paragraph 2 is replaced by the following: The Member States shall reinvest income from the collection of infrastructure charges in developing and maintaining the transport system as a whole, as well as streamlining the transport system and, more specifically, the road safety system. Member States shall reinvest income from the collection of external costs in measures that encourage the decarbonisation of the transport sector, the development of more sustainable transport infrastructure, and the promotion of means of transport with a reduced environmental impact.</p>

■ Amendment 434

Proposal for a Directive
Article 1 – paragraph 1 – point 14 – point a (new)
Directive 1999/62/EC
Article 9 – paragraph 2

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
	<p>(a a) To support the development of a European transport network, revenues generated from distance-based infrastructure charging shall be used to carry out road maintenance and improve road safety, including by building safe and secure parking areas with appropriate facilities to meet the requirements laid down in Regulation No 561/2006.</p>

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■ Amendment 435

Proposal for a Directive

Article 1 – paragraph 1 – point 14 – point a (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – subparagraph 1

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
<p>2. 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> <p>(a)facilitating efficient pricing; (b)reducing road transport pollution at source;</p> <p>(c)mitigating the effects of road transport pollution at source; (d)improving the CO2 and energy performance of vehicles;</p> <p>(e)developing alternative infrastructure for transport users and/or expanding current capacity;</p> <p>(f)supporting the trans-European transport network;</p> <p>(g)optimising logistics; (h)improving road safety; and</p> <p>(i)providing secure parking places.</p>	<p>(a a) Article 9 - paragraph 2 is amended as follows:</p> <p>2. 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. 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> <p>(a)facilitating efficient pricing;</p> <p>(b)reducing road transport air pollution and noise pollution;</p> <p>(c)mitigating the effects of road transport pollution at source;</p> <p>(d)improving the CO2 and energy performance of vehicles;</p> <p>(e)developing alternative infrastructure or service for transport users and/or expanding current capacity;</p> <p>(f)supporting the trans-European transport network and eliminating bottlenecks;</p> <p>(g)optimising logistics;</p> <p>(h)improving road safety and safe road infrastructure; and</p> <p>(i)providing safe and secure parking areas;"</p>

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■ Amendment 446

Proposal for a Directive
Article 1 – paragraph 1 – point 14 a (new)
Directive 1999/62/EC
Article 9 – paragraph 2 a (new)

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
	<p>(14 a) In Article 9, the following paragraph 2a is inserted: 2a. Call for the introduction of fullest and strictest earmaking and for the reinvestment of financial income from a toll charge to road infrastructure;</p>

■ Amendment 445

Proposal for a Directive
Article 1 – paragraph 1 – point 14 – point b – point 1 (new)
Directive 1999/62/EC
Article 9 – paragraph 3a (new)

<i>Text of the Directive 1999/62/EC</i>	<i>Amendment</i>
	<p>1) (ba) the following paragraph 3a is added: 3a. Member States shall provide in the most transparent and clear way the use of the generated revenues from road users. Members States shall, on the section of the network where charges are generated, ensure at least one visible display providing at least the percentage of the revenue that has been invested to achieve the goals as set out in Article 9(2);</p>