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INFORMATION NOTE

From: General Secretariat of the Council
To: Council

Subject: **Any other business**
Proposal for a Directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
– Information from the Presidency on the state of play

Delegations will find attached an information note prepared by the Presidency on the above-mentioned subject for consideration under "Any other business" at the meeting of the Council (Transport, Telecommunications and Energy) on 3 June 2021.



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Directive amending Directive
1999/62/EC on Eurovignette (road
charging Directive), 3rd of June

TTE COUNCIL (TRANSPORT) LUXEMBOURG

Information from the Presidency on the state of play

3 JUNE 2020

The charging of vehicles for the use of certain infrastructures is recognized to be a major political and technical topic to which the Member States and the institutions attach significant importance, especially for its role in addressing the issues related to the greenhouse gas emissions, to the financing of the road infrastructure and overall to the greening of road transport.

The Commission submitted its proposal to modify Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (the so-called "Eurovignette Directive") to the European Parliament and to the Council on 1 June 2017, as part of the First Mobility Package, with the aim to contribute to transport decarbonisation, through

the full implementation of the "polluter pays principle" and the internalization of negative externalities.

From the side of the Council, the proposal was intensively discussed for three years before a mandate was endorsed by the Permanent Representatives Committee on 18 December 2020. This mandate allowed the Portuguese Presidency to start negotiations with the European Parliament.

Between January and May 2021¹, the Portuguese Presidency organised several meetings at the level of the Working Party on Land Transport and of the Permanent Representatives Committee to prepare negotiations.

Two informal trilogues with the European Parliament, held on 29 January and 23 March, allowed the co-legislators to achieve convergence on most linguistic and technical issues at stake, as well as to thoroughly discuss political issues. In particular, as regards political issues, both co-legislators recognised their mutual commitment to work towards reaching an agreement as well as openness to explore compromises. In this respect, the European Commission's role of honest broker was recognised to be fundamental to kick-off and accompany the process.

Although co-legislators' starting positions were quite far apart, further to the work carried out so far, it is the view of the Presidency that convergence between the two co-legislators might be still reached. Indeed, the Presidency believes that a positive -and long-awaited- outcome for this file might be feasible at the third (and last) informal trilogue to be held in June.

¹ Please note that the Presidency will likely organise further meetings in June 2021.

Nevertheless, the main outstanding political issue relates to the role and existence of time-based charges for heavy-duty vehicles in the national charging systems. Not only this issue will constitute the crucial aspect to be discussed at the coming informal trilogue, but it will likely be the deal-breaker. Therefore, according to the Presidency, only a compromise solution in this respect may ensure reaching a political agreement between the two co-legislators. With a view to finding such a compromise solution, the Presidency already submitted suggestions to the delegations which are currently under discussion.



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