

Is “Eurovignette III” an efficient alternative source of financing sustainable transport?

FIEC welcomes the efforts made at the Parliament level to find an agreement on the controversial issues of the „Eurovignette“ and hopes that compromises will quickly be found in order to agree upon an ambitious stance in first reading.

“In the context of the economic and financial crises and considering the difficulty in financing certain transport infrastructure projects, the internalisation of external costs might represent an important alternative source of financing sustainable transport projects“, says FIEC President Dirk Cordeel, “According to some estimates, if implemented by all Member States, the Commission’s proposal would create €10 to €30 billion worth of additional revenue per year. However, the only way for this to have the required impact is that these amounts are actually invested in an efficient, sustainable and balanced transport infrastructure network, the development of traffic management systems, etc. Such a self-financing potential was also mentioned in the recent Green Paper on Trans-European Transport Network (TEN-T) published by the European Commission.”

Appropriate infrastructure charging – including the so-called “external costs”, such as, noise or air pollution costs – combined with the earmarking of such revenue for sustainable transport infrastructure networks is an essential part of creating a genuine sustainable mobility policy for all modes of transport. FIEC therefore supports strengthening the obligation on the use of revenue generated by infrastructure charging – including “external costs” – namely by requiring Member States to show that the increase in revenue through charging has actually led to a consequent increase in sustainable infrastructure investment. Such a measure would indeed improve the acceptance of infrastructure charging by users.

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