

Attila Eordogh,

Land Transport Policy, European Commission, DG Energy and Transport – replacement for Mr Grillo-Pasquarelli
Panellist for "*The combined impact on logistics of the lack of infrastructure and pricing policy*"



At the Conference

Mr Eordogh presented himself as one of the policy officers who had worked on the Eurovignette and clarified some issues. Firstly the scope is heavy goods vehicles on the road only but there are at present other directives for the use on other modes such as the emission trading scheme in the aviation sector and others in Maritime.

Within the rail industry there is a clause in its directive that says that internalisation of externalities is allowed providing that it is also done in other modes, therefore if the Eurovignette is not approved then the railways cannot have their external costs internalised either, so it is not about punishing road it is also opening up the charges of external costs in the railways by allowing such charging in the roads as well. Of course you could suggest that lets just change the railway directive and delete this and then internalisation in the rail sector is possible but that would be unfair because as much as possible the same rules should apply to all modes of transport.

What this proposal is about is to give a differentiated price signal to hauliers to try to change behaviour, presently the road sector is paying charges but it is not related to behaviour, for example, when filling up a vehicle the excise does not depend on the type of engine. So what we are proposing is things like the type of engine etc, i.e. to try optimising the use of the infrastructure, it is not about additional costs, but to change behaviour.

Regarding a question from the floor as to why private cars are not being charged Mr Eordogh said that he agreed that private cars also contribute to congestion but it just so happens that this Eurovignette is about freight at the moment. The Commission will be recommending to member states that congestion charging will have to apply to all road users.

Another question asked why the directive was not looking at CO2 emissions or accidents. Mr Eordogh argued that there are other costs and that the Commission acknowledge that these exists, but the problem is "is the km based road user charge the right instrument to deal with CO2 and accidents?"; the answer is negative to this question but affirmative to whether it deals with noise, pollution and congestion