



FEDERATION INTERNATIONALE DE L'AUTOMOBILE  
REGION I - EUROPE, THE MIDDLE EAST AND AFRICA

## THE EUROPEAN COMMISSION'S OBJECTIVE

is a well-funded and sustainable transport  
network for citizens.



## ITS PROPOSAL

to achieve the objective is by extending  
Directive 1999/62/EC (Eurovignette) to  
passenger cars.



## BUT

the European Commission does not  
have the legal competence to extend the  
Eurovignette to passenger cars.

[www.betterdeal4motorists.eu](http://www.betterdeal4motorists.eu)  
#BetterDeal

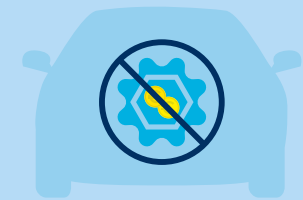
PUTTING THE BREAKS  
ON ROAD CHARGING  
WHY CARS SHOULD BE  
EXCLUDED FROM  
THE EUROVIGNETTE DIRECTIVE



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Based on  
*The Reform of Directive 1999/62/EC*  
*EU Competences, Subsidiarity, Proportionality*  
by Prof. Dr. Martin Nettesheim University of Tübingen



# THE EUROPEAN COMMISSION DOES NOT HAVE THE LEGAL COMPETENCE TO EXTEND THE EUROVIGNETTE TO PASSENGER CARS. **HERE'S WHY:**

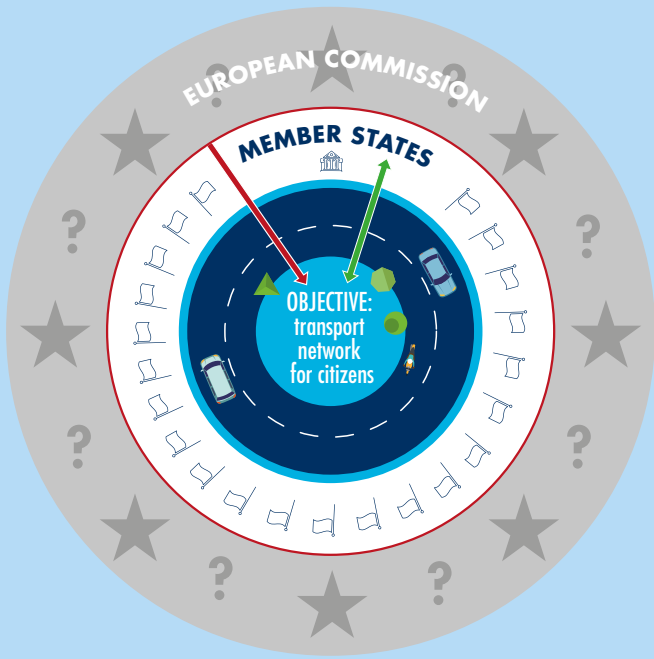
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## SUBSIDIARITY

Proper funding of a sustainable transport network:

- Can be more effectively carried out by member states
- Does not require a uniform system on passenger car road charging

Conclusion: Member states are in the best position to decide upon road charging for passenger cars



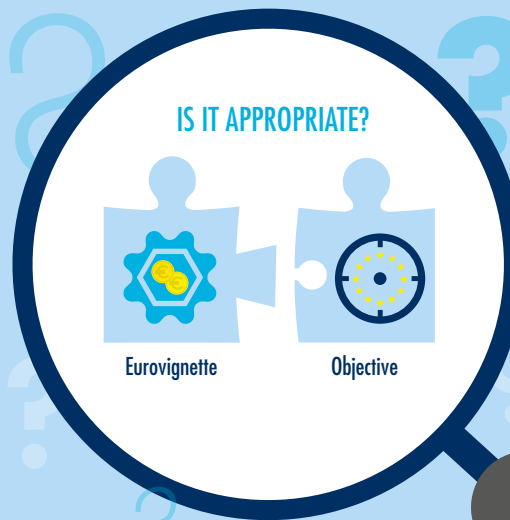
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## PROPORTIONALITY

Before introducing road charging legislation:

- A thorough analysis is essential to assess the appropriateness of this measure
- Other measures, such as incentives to invest in road networks, should have been investigated for effectiveness

Conclusion: The Eurovignette is not the appropriate tool for the objective



3

## EFFECTIVENESS

Generation of revenue for road transport is uncertain because:

- Member states may not implement the legislation
- The revenue may be diverted into other areas

Conclusion: The Eurovignette will not guarantee road infrastructure investment

