



**XXIV<sup>th</sup> World  
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## **French Eco-tax on HGVs**

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# AGENDA

1. Genesis
2. Aims
3. Network covered
4. Charging rules
5. Enforcement
6. Outsourcing
7. Calendar



- **Evaluations** of road usage costs coverage pointing out a deficit on national non tolled network (1997, 1999) and important infrastructure funding needs led to a first attempt to set up a new toll which was **rejected** by Parliament in **october 2003**.
- An important heavy goods vehicles **traffic shift** in **Alsace** due to the start of LKW-Maut in Germany (01/01/2005) led to the **vote** of a law in december 2005 setting up an **experimental tax in Alsace**
- A **national debate** over **environmental issues** in autumn 2007, with all stakeholders, put forward the principle of a **nationwide** road tolling for heavy goods vehicles.

*le Grenelle  
Environnement*



- **Reducing** road freight traffic, **occasionally** through modal shift, but mainly by **reducing demand** for road transport
- **Balancing** heavy goods vehicle **road usage costs** by a correctly sized tax on non conceded network (**user – pay principle**)
- **Funding** transport **intermodal development** policy

These through : (1) **passing on** tax to shippers in order to send a **price signal** to general economy and (2) **dedicating** tax revenues to the **Agence de Financement des Infrastructures de Transport de France (AFITF)**, in charge of infrastructures funding.



## NETWORK COVERED (1)

- Eco-tax to apply to about **15,000 km** of roads:
  - ✓ Most of non-conceded State Road Network (except toll motorways), approx 10 000 km long;

*Some routes with too low truck traffic are exempted.*
  - ✓ Plus around 5 000 km of local governments' roads, so as to prevent serious traffic shifts.

*...after due consultation of concerned local authorities.  
Revenue collected on these local roads to be retroceded to them.*
- All trucks over 3,5 t (as permissible maximum weight - PMW) will be subjected, i.e. **600,000 domestic vehicles** and about **200,000** foreign vehicles that use French taxable roads.



## NETWORK COVERED (2)



- National Charged Network
- Local roads (décret du 27/07/2011)
- Tolled roads



## CHARGING RULES (1)

- **Kilometric rate** to depend on **trucks' categories** (derived from axles' number and PMW). Average rate for each category to be proportional to **infrastructure costs** ascribed to this category.
- Moreover, kilometric rate will adjust in relation to the **EURO emission class** of the trucks (and possibly to the **congestion level** of the different routes).

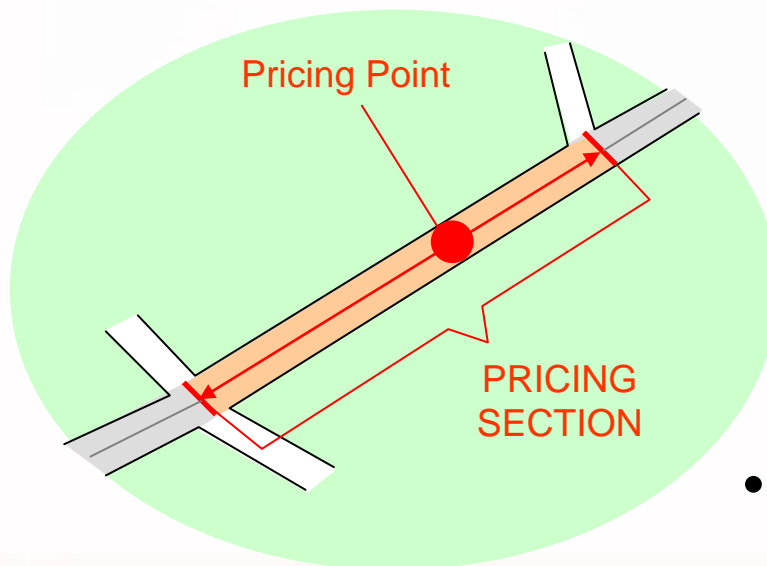
*This congestion adjustment to come into effect later, and in a very simple way (blue/red weeks calendar or similar).*

*No intention to control traffic in real time.*



## CHARGING RULES (2)

- **Free-flow ETC technics** will be used: data required for trucks identification and tax computation will be captured on the move, without stopping nor slowing down the traffic-flow



- Every route will be split into **pricing sections** (basically, from junctions to junctions) controlled by **as many pricing points** (about 4000 in total). Just by passing a pricing point, you incur by law the eco-tax for the full length of the corresponding pricing section.
- Law allows to **merge** a succession of too short sections.





## CHARGING RULES (3)

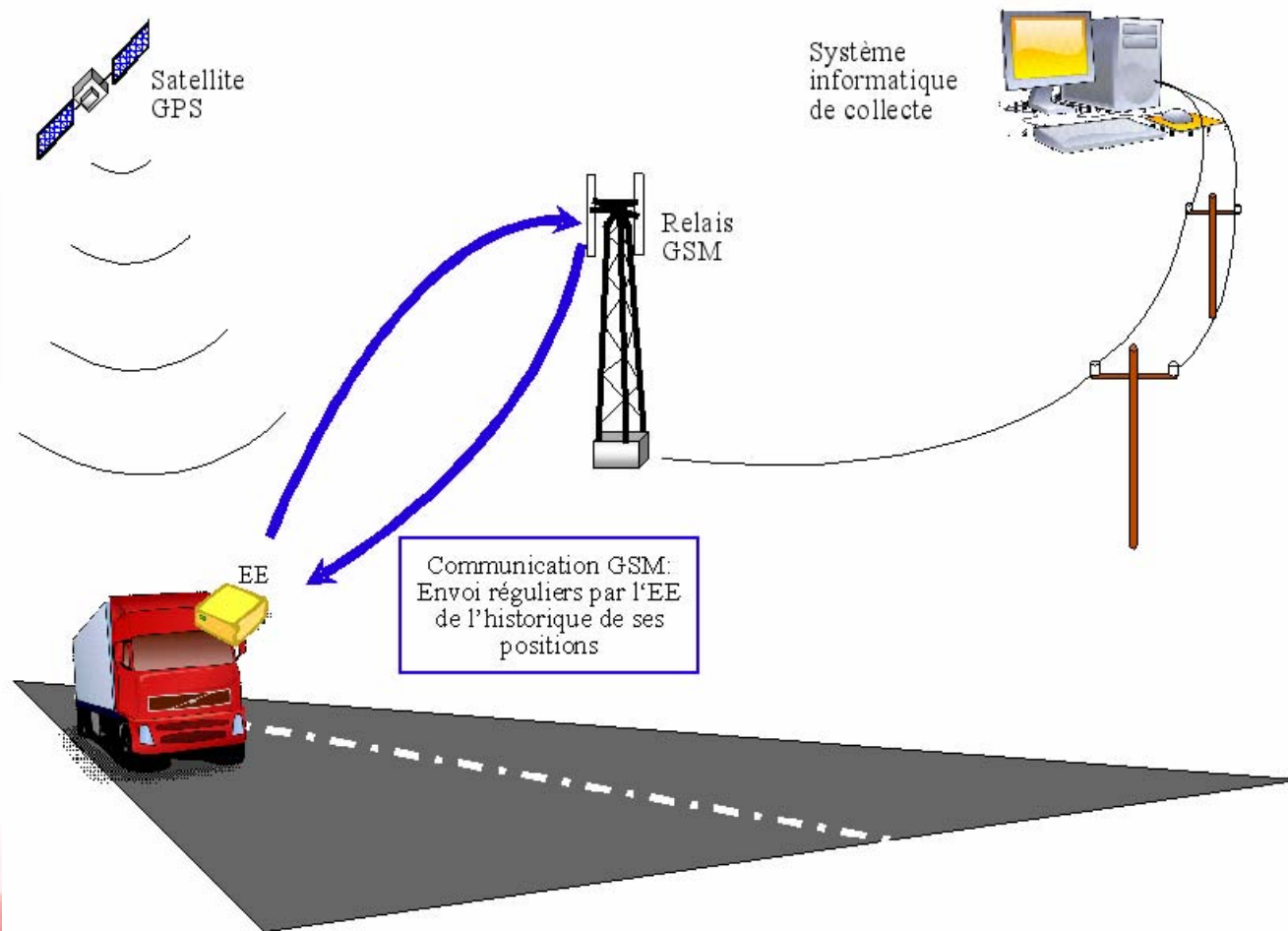
- So to assure detection along the roads, every domestic truck, as well as each foreign truck entering the taxable network, will be **required by law to equip** with a special electronic box (the “On-Board Equipment” or OBE)...



- ...**whether they have subscribed or not** with an ETS Provider.
- Government **open** regarding technology (DSRC vs Satellite) but candidates came with **satellite technology**



## CHARGING RULES (4)



## ENFORCEMENT

- Any offence or violation exposes the tax-payer to:
  - ✓ Invoicing of **“evaded” tax**;
    - ... *as a lumpsum equivalent to 500-km taxation, if post-computation data are not available.*
  - ✓ and imposition of a **customs fine**, up to 750 €.
- Enforcement is ensured:
  - ✓ through mass controls, using heavy MP-operated **automated tools** (special field facilities, some fixed and others removable);
  - ✓ on roadside (with interception and possible immobilization of trucks at fault) and in transport firms' premises, by **officers** of Customs Services, Gendarmerie and Police Forces and Land Transport Control Units...

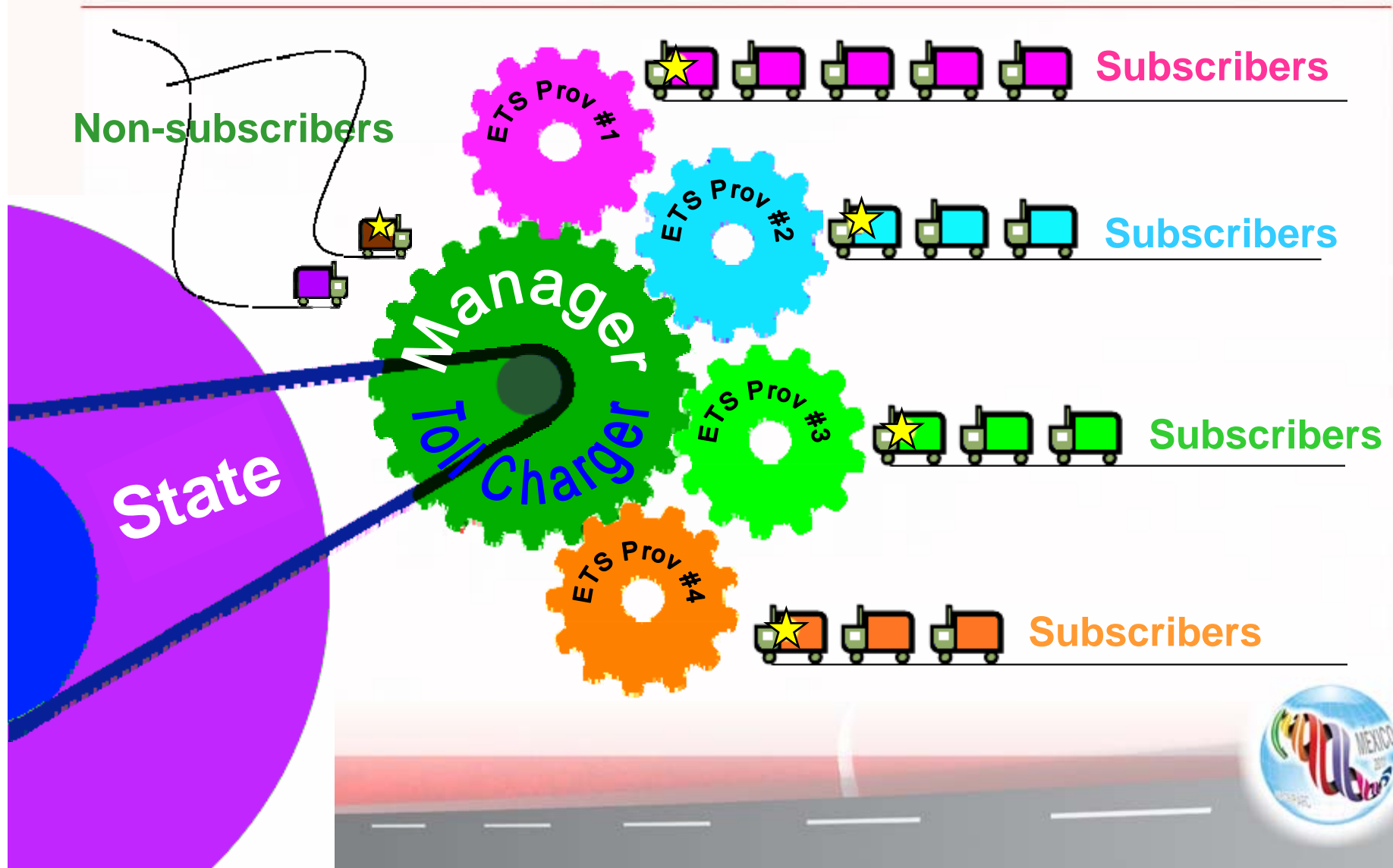


## OUTSOURCING (1)


- The toll collection system must comply with EU Directives « **Eurovignette** » (1999/62, 2006/38) and **Interoperability** (2004/52) :
  - (1) TARIFF: a tariff **ceiling**, up to the construction & operation costs of the taxable network (with evolutions to integrate external costs);
  - (2) TECHNOLOGY: interoperability with the **two acknowledged ETC solutions**;
  - (3) OUTSOURCING: adoption of a multi-provider scheme, compatible with the future appearance of the **EETS**, fully interoperable.



# OUTSOURCING (2)



## CALENDAR

- 
- eco-tax was **established** by the Finance Act for 2009 promulgated on **December 28, 2008**.
  - **Prior call for tenders** was put on **March 31, 2009**
  - Candidates were selected and documents for tender were released on **August 28th 2009**
  - **Competitive dialogue** was closed and documents for final offers were released on **July 12th 2010**
  - Final offers were received end of september and the contract is expected to **come into force** before **october 2011**.
  - Date of **coming into effect** is expected **mid 2013**



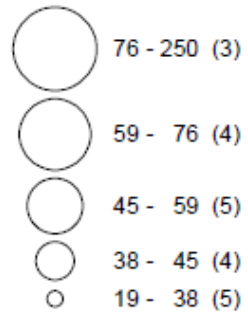
# Merci pour votre attention !

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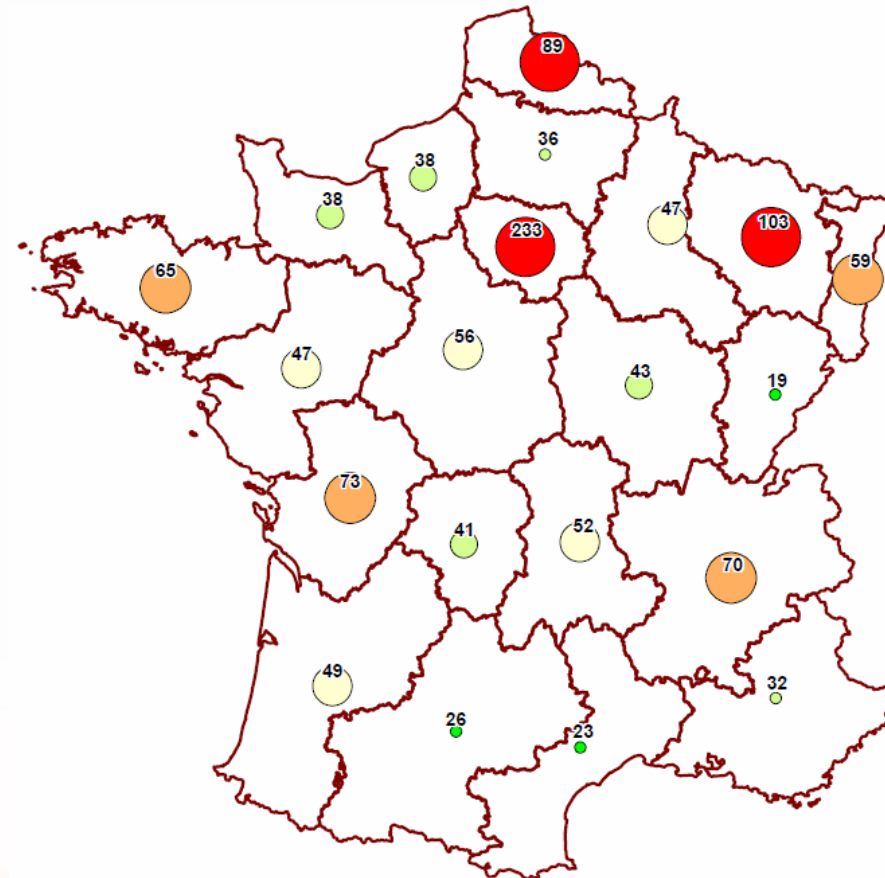
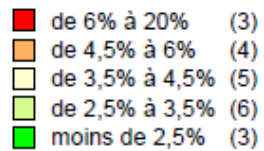


# COLLECTED TAX BY REGION

Montant d'éco-redevance collectée sur le réseau régional (M€)



Part d'éco-redevance collectée sur le réseau régional (% du total collecté)





# IMPACT ASSESSMENT ON TRANSPORT COSTS

Coût de la tonne transportée par région avant Eco-Redevance PL (€/t)

- 18.4 - 23.7 (3)
- 17.3 - 18.4 (4)
- 16.4 - 17.3 (4)
- 15.6 - 16.4 (2)
- 0 - 15.6 (9)

Evolution du coût liée à l'éco-redevance

- plus de 3,5% (4)
- entre 3 et 3,5% (6)
- entre 2,5 et 3% (5)
- moins de 2% (4)

- plus de 3,5%
- entre 3 et 3,5%
- entre 2,5 et 3%
- moins de 2%

