

Direttiva 1999/62/CE	Commenti	Modifiche proposte dalla Commissione
<p>Article 1 This Directive applies to vehicle taxes, tolls and user charges imposed on vehicles as defined in Article 2. This Directive shall not affect vehicles carrying out transport operations exclusively in the non European territories of the Member States. It shall also not affect vehicles registered in the Canary Islands, Ceuta and Melilla, the Azores or Madeira and carrying out transport operations exclusively in those territories or between those territories and, respectively, mainland Spain and mainland Portugal.</p>	<p>Articolo 1 - Oggetto e campo di applicazione L'articolo è modificato per includere nell'ambito di applicazione delle norme relative ai pedaggi e ai diritti di utenza, veicoli diversi dai mezzi pesanti. Ciò è giustificato dalla necessità di affrontare un certo numero di problemi che non si riferiscono solo o principalmente ai veicoli pesanti.</p>	<p>Article 1 1. This Directive applies to: (a) vehicle taxes for heavy goods vehicles, (b) tolls and user charges imposed on vehicles. 2. This Directive shall not apply to vehicles carrying out transport operations exclusively in the non-European territories of the Member States. 3. This Directive shall not apply to vehicles registered in the Canary Islands, Ceuta and Melilla, the Azores or Madeira and carrying out transport operations exclusively in those territories or between those territories and, respectively, mainland Spain and mainland Portugal.</p>
<p>Article 2 For the purposes of this Directive: (a) 'motorway' means a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which: (i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means; (ii) does not cross at grade with any road, railway or tramway track, or footpath; (iii) is specifically designated as a motorway; (b) 'toll' means payment of a specified amount for</p>	<p>Articolo 2 - Definizioni Le seguenti definizioni vengono modificate: -"rete stradale transeuropea": la definizione viene aggiornata in linea con l'approccio del corridoio indicato nelle linee guida TEN-T riviste nel regolamento (UE) n. 1315/2013; -"Pedaggio"; La definizione è riformulata in modo da tener conto dell'opzione prevista all'articolo 7da per prevedere una tassa di congestione; -"veicolo": la nuova definizione proposta comprende tutti i veicoli pesanti e tutti i veicoli leggeri, vale a dire oltre ai veicoli merci già coperti, situati al di sopra del limite di 3,5 tonnellate, autovetture, minibus e furgoni, nonché pullman e autobus;</p>	<p>Article 2 For the purposes of this Directive: (1) 'trans-European road network' means the road transport infrastructure referred to in Section 3 in Chapter II of Regulation (EU) No 1315/2013 of the European Parliament and of the Council* as illustrated by maps in Annex I to that Regulation; (2) 'construction costs' means the costs related to construction, including, where appropriate, the financing costs, of one of the following: (a) new infrastructure or new infrastructure improvements, including significant structural repairs;</p>

<p>a vehicle travelling the distance between two points on the infrastructures referred to in Article 7(2); the amount shall be based on the distance travelled and the type of the vehicle;</p> <p>(c) 'user charge' means payment of a specified amount conferring the right for a vehicle to use for a given period the infrastructures referred to in Article 7(2);</p> <p>(d) 'vehicle' means a motor vehicle or articulated vehicle combination intended exclusively for the carriage of goods by road and having a maximum permissible gross laden weight of not less than 12 tonnes;</p> <p>(e) 'EURO I vehicle' means a vehicle having the characteristics set out in line A of the table in Section 8.3.1.1 of Annex I to Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from diesel engines for use in vehicles (1);</p> <p>(f) 'EURO II vehicle' means a vehicle having the characteristics set out in line B of the table in section 8.3.1.1 of Annex I to Directive 88/77/EEC</p>	<p>-«veicolo di categoria [di una certa« EURO] »e« tipo di veicolo »: la definizione è riformulata in modo da includere gli allenatori e gli autobus.</p> <p>Si aggiungono le definizioni di "congestione", "tassazione della congestione", "operatore di trasporto", tipi diversi di veicoli, compresi i "veicoli a emissioni zero", nonché un "accordo di pedaggio sostanzialmente modificato" al fine di fornire chiarezza giuridica per quanto riguarda termini specifici e di precisare al meglio la portata di alcune disposizioni.</p> <p>La definizione di "tasso medio ponderato dei costi esterni" è soppressa poiché viene eliminato il requisito di calcolarlo.</p>	<p>(b) infrastructure or infrastructure improvements, including significant structural repairs, completed no more than 30 years before 10 June 2008, where tolling arrangements were already in place on 10 June 2008, or completed no more than 30 years before the establishment of any new tolling arrangements introduced after 10 June 2008;</p> <p>(c) infrastructure or infrastructure improvements completed before 10 June 2008 where:</p> <p>(i) a Member State has established a tolling system which provides for the recovery of these costs by means of a contract with a tolling system operator, or other legal acts having equivalent effect, which entered into force before 10 June 2008, or</p> <p>(ii) a Member State can demonstrate that the case for building the infrastructure in question depended on its having a design lifetime in excess of 30 years</p> <p>(3) 'financing costs' means interest on borrowings and return on any equity funding contributed by shareholders;</p> <p>(4) 'significant structural repairs' means structural repairs excluding those repairs no longer of any current benefit to road users, in particular where the repair work has been replaced by further road resurfacing or other construction work;</p> <p>(5) 'motorway' means a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which meets the</p>
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		<p>following criteria:</p> <ul style="list-style-type: none">(a) it is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means;(b) it does not cross at grade with any road, railway or tramway track, bicycle path or footpath;(c) it is specifically designated as a motorway; <p>(6) 'toll' means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising an infrastructure charge, and as the case may be a congestion charge or an external-cost charge or both;</p> <p>(7) 'infrastructure charge' means a charge levied for the purpose of recovering the construction, the maintenance, the operation and the development costs related to infrastructure incurred in a Member State;</p> <p>(8) 'external-cost charge' means a charge levied for the purpose of recovering the costs incurred in a Member State related to traffic-based air pollution or traffic-based noise pollution or both;</p> <p>(9) 'congestion' means a situation where traffic volumes approach or exceed road capacity;</p>
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		<p>(10) 'congestion charge' means a charge which is levied on vehicles for the purpose of recovering the congestion costs incurred in a Member State and reducing congestion;</p> <p>(11) 'cost of traffic-based air pollution' means the cost of the damage caused by the release of particulate matter and of ozone precursors, such as nitrogen oxide and volatile organic compounds, in the course of the operation of a vehicle;</p> <p>(12) 'cost of traffic-based noise pollution' means the cost of the damage caused by the noise emitted by the vehicles or created by their interaction with the road surface;</p> <p>(13) 'weighted average infrastructure charge' means the total revenue of an infrastructure charge over a given period divided by the number of heavy duty vehicle kilometres travelled on the road sections subject to the charge during that period;</p> <p>(14) 'user charge' means a specified amount payment of which confers the right for a vehicle to use for a given period the infrastructures referred to in Article 7(1) and (2);</p> <p>(15) 'vehicle' means a motor vehicle, with four wheels or more, or articulated vehicle combination intended or used for the carriage by road of passengers or goods;</p>
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		<p>(16) 'heavy duty vehicle' means a heavy goods vehicle or a coach or bus;</p> <p>(17) 'heavy goods vehicle' means a vehicle intended for the carriage of goods and having a maximum permissible mass exceeding 3.5 tonnes;</p> <p>(18) 'coach or bus' means a vehicle intended for the carriage of more than 8 passengers, in addition to the driver, and having a maximum permissible mass exceeding 3.5 tonnes;</p> <p>(19) 'light duty vehicle' means a passenger car, a minibus or van;</p> <p>(20) 'passenger car' means a vehicle with four wheels intended for the carriage of passengers but not more than eight passengers, in addition to the driver;</p> <p>(21) 'minibus' means a vehicle intended for the carriage of more than eight passengers, in addition to the driver, and having a maximum permissible mass not exceeding 3,5 tonnes;</p> <p>(22) 'van' means a vehicle intended for the carriage of goods, and having a maximum permissible mass not exceeding 3,5 tonnes;</p> <p>(23) 'zero-emission vehicle' means a vehicle with no exhaust emissions;</p> <p>(24) 'transport operator' means any undertaking transporting goods or passengers by road;</p>
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		<p>(25) 'vehicle of the 'EURO 0', 'EURO I', 'EURO II', 'EURO III', 'EURO IV', 'EURO V', 'EURO VI' category' means a heavy duty vehicle that complies with the emission limits set out in Annex 0;</p> <p>(26) 'type of vehicle' means a category into which a heavy duty vehicle falls according to the number of its axles, its dimensions or weight, or other vehicle classification factors reflecting road damage, e.g. the road damage classification system set out in Annex IV, provided that the classification system used is based on vehicle characteristics which either appear in the vehicle documentation used in all Member States or are visually apparent;</p> <p>(27) 'concession contract' means a 'public works contract' as defined in Article 1 of Directive 2014/24/EU of the European Parliament and of the Council**;</p> <p>(28) 'concession toll' means a toll levied by a concessionaire under a concession contract;</p> <p>(29) 'substantially amended tolling or charging arrangement' means a tolling or charging arrangement, which has been amended in such a way that costs or revenues are affected by at least 5% in comparison with the previous year, after correcting for inflation measured by changes in the EU-wide Harmonised Index of Consumer</p>
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<p>Article 7</p> <p>1. Member States may maintain or introduce tolls and/or user charges under the conditions set out in paragraphs 2 to 10.</p> <p>2. (a) Tolls and user charges shall be imposed only on users of motorways or other multi-lane roads with characteristics similar to motorways, or users of bridges, tunnels and mountain passes. However, in a Member State where no general network of motorways or dual carriageways with similar characteristics exists, tolls and user charges may be imposed in that State on users of the highest category of road from the technical</p>	<p>Articolo 7 - pedaggi e diritti d'utenza</p> <p>Il paragrafo 1 è suddiviso in due paragrafi in modo da distinguere tra le reti utilizzate principalmente dal traffico internazionale (la rete stradale transeuropea e le autostrade) e altre strade. Si propone che le disposizioni relative alla non discriminazione, alla proporzionalità degli oneri e alla riscossione e al pagamento di pedaggi e diritti d'utenza si applichino anche ad altre strade. Per progredire con l'applicazione dei principi "chi inquina paga" e "chi usa paga" e per diminuire gradualmente le disparità tra i diversi sistemi di tariffazione si aggiungono i paragrafi 6 e 7 al fine di eliminare gradualmente l'uso di diritti d'utenza</p>	<p>Article 7</p> <p>1. Without prejudice to Article 9 (1a), Member States may maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of motorways which are not part of the trans-European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.</p> <p>2. Paragraph 1 shall be without prejudice to the right of Member States, in compliance with the Treaty on the Functioning of the European Union,</p>

<p>point of view.</p> <p>(b) Following consultations with the Commission, and in accordance with the procedure laid down in the Council Decision of 21 March 1962 instituting a procedure for prior examination and consultation in respect of certain laws, regulations and administrative provisions concerning transport proposed in Member States,</p> <p>(i) tolls and user charges may also be imposed on users of other sections of the primary road network, particularly</p> <ul style="list-style-type: none"> — where there are safety reasons for doing so, — in a Member State where no coherent network of motorways or dual carriageways with similar characteristics exists in the major part of the State, in that part of the country, but only on roads used for international and interregional heavy goods transport, provided that the traffic demand and population density do not economically justify the construction of motorways or of dual carriageway roads with similar characteristics; <p>(ii) special arrangements for border areas may be made by the Member States concerned;</p> <p>(iii) Austria may exempt from the Austrian user charge the stretch of motorway between Kufstein and Brenner.</p> <p>3. Tolls and user charges may not both be imposed at the same time for the use of a single road section. However, Member States may also impose tolls on networks where user charges are levied for the use of bridges, tunnels, and</p>	<p>basati sul tempo (Vignette) in primo luogo per gli autocarri e gli autobus / pullman, poi, in un secondo tempo, per le autovetture e i furgoni, sulle reti utilizzate dai trasporti internazionali. Le date proposte consentono agli Stati membri sufficiente tempo per adeguare i loro sistemi di tariffazione, se del caso. Il trattamento differenziato degli HDV e LDV è giustificato dal loro impatto diverso sull'infrastruttura e dal livello più basso di maturità dei carichi di LDV.</p> <p>Al fine di garantire un trattamento equo dei trasportatori, viene aggiunto il paragrafo 9 per eliminare la possibilità di esentare dalla tariffazione stradale i mezzi pesanti inferiori a 12 tonnellate e di estendere il campo di applicazione di qualsiasi sistema di tariffazione agli autobus / pullman. Quest'ultimo è giustificato dall'impatto comparabile degli autobus / pullman sulle strade.</p>	<p>to apply tolls and user charges on other roads, provided that the imposition of tolls and user charges on such other roads does not discriminate against international traffic and does not result in the distortion of competition between operators. Tolls and user charges applied on roads other than roads belonging to the trans-European road network and other than motorways, shall comply with the conditions laid down in paragraphs 3 and 4 of this Article, Article 7a and Article 7j(1), (2) and (4).</p> <p>3. Member States shall not impose both tolls and user charges on any given category of vehicle for the use of a single road section. However, a Member State which imposes a user charge on its network may also impose tolls for the use of bridges, tunnels and mountain passes.</p> <p>4. Tolls and user charges shall not discriminate, directly or indirectly, on the grounds of the nationality of the road user, the Member State or the third country of establishment of the transport operator or of registration of the vehicle, or the origin or destination of the transport operation.</p> <p>5. Member States may provide for reduced toll rates or user charges, or exemptions from the obligation to pay tolls or user charges for heavy duty vehicles exempted from the requirement to install and use recording equipment under Regulation (EU) No 165/2014 of the European</p>
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<p>mountain passes.</p> <p>4. Tolls and user charges may not discriminate, directly or indirectly, on the grounds of the nationality of the haulier or the origin or destination of the vehicle.</p> <p>5. Tolls and user charges shall be applied and collected and their payment monitored in such a way as to cause as little hindrance as possible to the free flow of traffic and avoid any mandatory controls or checks at the Community's internal borders. To this end, Member States shall cooperate in establishing methods for enabling hauliers to pay user charges 24 hours a day, at least at the major sales outlets, using all common means of payment, inside and outside the Member States in which they are applied. Member States shall provide adequate facilities at the points of payment for tolls and user charges so as to maintain normal road-safety standards.</p> <p>6. A Member State may provide that vehicles registered in that Member State shall be subject to user charges for the use of the whole road network in its territory.</p> <p>7. User charges, including administrative costs, for all vehicle categories shall be set by the Member State concerned at a level which is not higher than the maximum rates laid down in Annex II. On 1 July 2002 and every second year thereafter these maximum rates shall be reviewed. When</p>		<p>Parliament and of the Council*, and in cases covered by the conditions set out in, Article 6(2)(a), (b) and (c) of this Directive.</p> <p>6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December 2023.</p> <p>7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date shall be phased out by 31 December 2027.</p> <p>8. Until 31 December 2019, as regards heavy duty vehicles, a Member State may choose to apply tolls or user charges only to vehicles having a maximum permissible laden weight of not less than 12 tonnes if it considers that an extension to vehicles of less than 12 tonnes would:</p> <p>(a) create significant adverse effects on the free flow of traffic, the environment, noise levels, congestion, health, or road safety due to traffic diversion;</p> <p>(b) involve administrative costs of more than 30 % of the additional revenue which would have been generated by that extension.</p> <p>Member States choosing to apply tolls or user charges or both only to vehicles having a maximum permissible laden weight of not less than 12 tonnes shall inform the Commission of their decision and on the reasons thereof.</p>
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<p>necessary, the Commission shall make proposals for appropriate adjustments and the European Parliament and the Council shall act on them, in accordance with the conditions laid down in the Treaty. Member States applying a user charge shall, until two years after entry into force of this Directive, apply a 50 % reduction in the rates of user charges for vehicles registered in Greece because of its geopolitical position. The Commission may decide to authorise an extension of this reduction by these Member States from year to year.</p> <p>8. User-charge rates shall be in proportion to the duration of the use made of the infrastructure. A Member State may apply only annual rates for vehicles registered in that State.</p> <p>9. The weighted average tolls shall be related to the costs of constructing, operating and developing the infrastructure network concerned.</p> <p>10. Without prejudice to the weighted average tolls referred to in paragraph 9, Member States may vary the rates at which tolls are charged according to:</p> <p>(a) vehicle emission classes, provided that no toll is more than 50 % above the toll charged for equivalent vehicles meeting the strictest emission standards;</p> <p>(b) time of day, provided that no toll is more than 100 % above the toll charged during the cheapest period of the day.</p>	<p>Articolo 7a – diritti d’utenza: proporzionalità e parità di trattamento</p> <p>L'articolo 7a stabilisce i limiti massimi dei diritti d’utenza e alla differenza di prezzo relativa tra le vignette annuali e infra-annuali. In questo contesto, vengono proposte le seguenti modifiche.</p> <p>Il paragrafo 1 è suddiviso in due paragrafi per precisare che i requisiti esistenti si applicano ai veicoli pesanti e agli autobus / pullman.</p> <p>Il nuovo paragrafo 3 riguarda le autovetture e specifica i limiti massimi delle differenze di prezzo relative tra le vignette annuali e quelle infra-annuali, riflettendo i relativi modi di utilizzo, sulla base dei dati disponibili. Esso definisce anche la data entro la quale gli schemi di vignetta esistenti devono essere adattati. Il paragrafo 4 affronta la stessa questione nei confronti di minibus e furgoni.</p>	<p>9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles.</p> <p>10. Toll and user charges for heavy duty vehicles on the one hand and for light duty vehicles on the other may be introduced or maintained independently from one another.</p> <p>Article 7a is replaced by the following:</p> <p>1. User charges shall be proportionate to the duration of the use made of the infrastructure.</p> <p>2. Insofar as user charges are applied in respect of heavy duty vehicles, the use of the infrastructure shall be made available for at least the following periods: a day, a week, a month, and a year. The monthly rate shall be no more than 10 % of the annual rate, the weekly rate shall be no more than 5 % of the annual rate and the daily rate shall be no more than 2 % of the annual rate.</p> <p>A Member State may apply only annual rates for vehicles registered in that Member State.</p> <p>Member States shall set user charges, including administrative costs, for all heavy duty vehicle categories, at a level that does not exceed the maximum rates laid down in Annex II.</p> <p>3. Insofar as user charges are applied in respect of passenger cars, the use of the infrastructure shall be made available at least for the following periods: 10 days, a month or two months or both,</p>
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<p>Any variation in tolls charged with respect to vehicle emission classes or the time of day shall be proportionate to the objective pursued.</p>		<p>and a year. The two-monthly rate shall be no more than 30 % of the annual rate, the monthly rate shall be no more than 18 % of the annual rate, and the 10-day rate shall be no more than 8 % of the annual rate.</p> <p>Member States may also make the use of the infrastructure available for other periods of time. In such cases, Member States shall apply rates in accordance with the principle of equal treatment between users, taking into account all relevant factors, in particular the annual rate and the rates applied for the other periods referred to in the first subparagraph, existing use patterns and administrative costs.</p> <p>In respect of user charge schemes adopted before 31 May 2017, Member States may maintain rates above the limits set out in the first subparagraph, in force before that date, and corresponding higher rates for other periods of use, in compliance with the principle of equal treatment. However, they shall comply with the limits set out in the first subparagraph as well as with the second subparagraph as soon as substantially amended tolling or charging arrangements enter into force and, at the latest, from 1 January 2024.</p> <p>4. For minibuses and vans, Member States shall comply either with paragraph 2 or with paragraph 3. Member States shall however set higher user charges for minibuses and vans than for passenger cars as from 1 January 2024 at the latest.";</p>
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	<p>Articolo 7c – Imposizione di oneri per i costi esterni</p> <p>Per quanto riguarda il paragrafo 1, si propone di introdurre valori di riferimento anziché valori massimi (riportati nell'Allegato IIIb). Viene aggiunto il paragrafo 5 che prevede l'imposizione di una tariffazione per i costi esterni almeno su quelle parti della rete di pedaggio dove l'inquinamento atmosferico e il rumore generato dal traffico di veicoli pesanti sono più significativi, ad esempio a causa delle dimensioni della popolazione esposta.</p>	<p>Article 7c is replaced by the following:</p> <ol style="list-style-type: none">1. Member States may maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both. For heavy duty vehicles, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall respect the reference values set out in Annex IIIb.2. The costs taken into account shall relate to the network or the part of the network on which external-cost charges are levied and to the vehicles that are subject thereto. Member States may choose to recover only a percentage of those costs.3. The external-cost charge related to traffic-based air pollution shall not apply to heavy duty vehicles which comply with the most stringent of EURO emission standards. The first subparagraph shall cease to apply four years from the date when the rules which introduced those standards started to apply.4. The amount of the external-cost charge shall be set by the Member State concerned. If a Member State designates an authority for this purpose, the authority shall be legally and financially independent from the organisation in charge of managing or collecting part or all of the charge.5. From 1 January 2021, Member States that levy
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	<p>Articolo 7da – Imposizione di oneri per la congestione</p> <p>Il nuovo articolo 7da consente l'applicazione di oneri di congestione, in aggiunta agli oneri per le infrastrutture, al fine di affrontare in modo efficace la questione della congestione interurbana. Per evitare la discriminazione degli utenti di una qualsiasi categoria di veicoli, ogni tassa di congestione dev'essere applicata a tutte le categorie di veicoli in modo proporzionale e paritario. I livelli massimi di tassa e i fattori di equivalenza tra i veicoli sono specificati negli allegati V e VI.</p>	<p>tolls shall apply an external-cost charge to heavy duty vehicles on at least the part of the network referred to in Article 7(1) where environmental damage generated by heavy duty vehicles is higher than the average environmental damage generated by heavy duty vehicles defined in accordance with relevant reporting requirements referred to in Annex IIIa.";</p> <p>The following Article 7da is inserted:</p> <ol style="list-style-type: none">1. Member States may, in accordance with the requirements set out in Annex V, introduce a congestion charge on any section of their road network which is subject to congestion. The congestion charge may only be applied on those road sections which are regularly congested and only during the periods when they are typically congested.2. Member States shall define the road sections and time periods referred to in paragraph 1 on the basis of objective criteria related to the level of exposure of the roads and their vicinities to congestion, such as average delays or queue lengths.3. A congestion charge imposed on any section of the road network shall apply in a non-discriminatory manner to all vehicle categories, in accordance with the standard equivalence factors set out in Annex V.4. The congestion charge shall reflect the costs
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	<p>Articolo 7f - Mark-ups (maggiorazioni) Si propone di estendere la possibilità di applicare maggiorazioni al di là delle regioni montuose mantenendo le altre condizioni preesistenti per la loro applicazione (congestione regolare o danni significativi ambientali e reinvestimento dei ricavi in un progetto TEN-T). Il paragrafo 4 è soppresso in quanto non ha contribuito al finanziamento di progetti prioritari, ma può ostacolare l'applicazione degli oneri per i costi esterni. Dato che entrambe le maggiorazioni e gli oneri per la congestione hanno lo scopo di risolvere la congestione, non devono essere cumulati (paragrafo 5).</p>	<p>imposed by a vehicle on other road users, and indirectly on society, but shall not exceed the maximum levels set out in Annex VI for any given road type.</p> <p>5. Member States shall put in place adequate mechanisms for monitoring the impact of congestion charges and for reviewing the level thereof. They shall review the level of charges regularly, at least every three years, to ensure that they are not higher than the cost of congestion occurring in that Member State and generated on those road sections, which are subject to the congestion charge.";</p> <p>Articles 7f and 7g are replaced by the following:</p> <p>1. After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:</p> <p>(a) the revenue generated from the mark-up is invested in financing the construction of transport infrastructure of the core network identified in accordance with Chapter III of Regulation (EU) No 1315/2013, which contribute directly to the alleviation of the congestion or environmental damage and which are located in the same corridor as the road section on which the mark-up is applied;</p> <p>(b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated</p>
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		<p>in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %;</p> <p>(c) the application of the mark-up does not result in unfair treatment of commercial traffic compared to other road users;</p> <p>(d) a description of the exact location of the mark-up and proof of a decision to finance the construction of core network corridors referred to in point (a) are submitted to the Commission in advance of the application of the mark-up;</p> <p>(e) the period for which the mark-up is to apply is defined and limited in advance and is consistent, in terms of the expected revenue to be raised, with the financial plans and cost-benefit analysis for the projects co-financed with the revenue from the mark-up.</p> <p>1a. In case of new cross-border projects, mark-ups may only be added if all Member States involved in such project agree.</p> <p>2. A mark-up may be applied to an infrastructure charge which has been varied in accordance with Article 7g or 7ga.</p> <p>3. After receiving the required information from a Member State intending to apply a mark-up, the Commission shall make that information available to the members of the Committee referred to in Article 9c. Where the Commission considers that the planned mark-up does not meet the</p>
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	<p>Articolo 7g - Variazione degli oneri, in particolare per i veicoli pesanti</p> <p>Si propone di eliminare gradualmente la variazione degli oneri secondo la classe di emissione di Euro del veicolo. Viene aggiunto un nuovo paragrafo 4 per introdurre la variazione</p>	<p>conditions set out in paragraph 1, or where it considers that the planned mark-up will have significant adverse effects on the economic development of peripheral regions, it may, by means of implementing acts, reject or request amendment of the plans for charges submitted by the Member State concerned. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 9c(2).</p> <p>4. The amount of the mark-up shall be deducted from the amount of the external-cost charge calculated in accordance with Article 7c, except for vehicles of EURO emission classes 0, I and II from 15 October 2011, III and IV from 1 January 2015, V from 1 January 2019, and VI from January 2023 onwards. All revenues generated by the simultaneous application of the mark-up and the external cost charges shall be invested in financing the construction of core network corridors listed in Part I of Annex I to Regulation (EU) No 1316/2013.</p> <p>5. A mark-up may not be applied on road sections where a congestion charge is applied.</p> <p>Article 7g</p> <p>1. Until 31 December 2021, the infrastructure charge may be varied for the purpose of reducing congestion, minimising infrastructure damage and optimising the use of the infrastructure concerned or promoting road safety, where the</p>
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	<p>delle spese di infrastruttura in base all'emissione di CO2 dei mezzi pesanti, il prima possibile (appena i dati necessari certificati di emissione di CO2 divengono disponibili). Una volta operativa, la disposizione incentiverà l'uso di mezzi pesanti più puliti e più efficienti.</p> <p>Poiché si propone di regolamentare separatamente la tassa di congestione (nuovo articolo 7da, cfr. sopra), si propone anche di eliminare gradualmente la possibilità di una variazione neutrale dei ricavi a seconda dell'orario del giorno, del tipo di giorno o di stagione (cfr. emendamento al paragrafo 1, precedente paragrafo 3).</p>	<p>following conditions are met:</p> <ul style="list-style-type: none">(a) the variation is transparent, made public and available to all users on equal terms;(b) the variation is applied according to the time of day, type of day or season;(c) no infrastructure charge is more than 175 % above the maximum level of the weighted average infrastructure charge as referred to in Article 7b;(d) the peak periods during which the higher infrastructure charges are levied for the purpose of reducing congestion do not exceed five hours per day;(e) the variation is devised and applied in a transparent and revenue-neutral way on a road section affected by congestion by offering reduced toll rates for hauliers who travel during off-peak periods and increased toll rates for hauliers who travel during peak hours on the same road section. <p>A Member State wishing to introduce such variation or changing an existing one informs the Commission thereof and provides it with the information necessary to assess whether the conditions are fulfilled.</p> <p>2. Until 31 December 2020, in respect of heavy duty vehicles, Member States shall vary the infrastructure charge according to the EURO emission class of the vehicle in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles meeting the strictest emission standards. Existing</p>
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		<p>concession contracts may be exempted from this requirement until the contract is renewed.</p> <p>A Member State may nevertheless derogate from the requirement of varying the infrastructure charge where any of the following applies:</p> <ul style="list-style-type: none">(i) it would seriously undermine the coherence of the tolling systems in its territory;(ii) it would not be technically practicable to introduce such differentiation in the tolling system concerned;(iii) it would lead to diversion of the most polluting vehicles with negative impacts on road safety and public health;(iv) the toll includes an external-cost charge. <p>Any such derogations or exemptions shall be notified to the Commission.</p> <p>3. Where, in the event of a check, a driver or, if appropriate, the transport operator, is unable to produce the vehicle documents necessary to ascertain the emission class of the vehicle for the purposes of paragraph 2, Member States may apply tolls up to the highest level chargeable.</p> <p>4. Within one year after official CO₂ emission data are published by the Commission pursuant to Regulation (EU) .../...*****, the Commission shall adopt a delegated act, in accordance with Article 9e, to define the reference values of CO₂ emissions, together with an appropriate categorisation of the heavy duty vehicles concerned.</p> <p>Within one year from the entry into force of the</p>
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	<p>Articolo 7ga - Variazione degli oneri per i veicoli leggeri</p> <p>Il nuovo articolo 7ga specifica le modalità per la variazione dei pedaggi e degli oneri degli utenti secondo le prestazioni ambientali delle autovetture, dei minibuses e dei furgoni. La variazione deve essere basata sulle emissioni di CO2 e di inquinanti atmosferici, come specificato nell'allegato VII. Questa disposizione dovrebbe incentivare l'uso di veicoli più puliti e più efficienti.</p>	<p>delegated act, Member States shall vary the infrastructure charge taking into account the reference CO2 emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO2 emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.</p> <p>5. The variations referred to in paragraphs 1, 2 and 4 shall not be designed to generate additional toll revenue. Any unintended increase in revenue shall be counterbalanced by changes to the structure of the variation which shall be implemented within two years from the end of the accounting year in which the additional revenue is generated.</p> <p>the following Article 7ga is inserted:</p> <ol style="list-style-type: none">1. For light duty vehicles, until 31 December 2021, Member States may vary tolls and user charges according to the environmental performance of the vehicle.2. From 1 January 2022 Member States shall vary tolls and, in the case of user charges, at least annual charges, according to the CO2 and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.3. Where, in the event of a check, a driver or, if
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	<p>Articolo 7h - Notifiche</p> <p>Si propone di modificare il paragrafo 3 in modo da semplificare le informazioni preliminari della Commissione relative alle imposizioni di oneri per i costi esterni previste, limitando le informazioni agli elementi base. Per facilitare l'introduzione della tariffazione dei costi esterni, si propone di rimuovere il paragrafo 4 sulla necessità di una decisione preliminare della Commissione.</p>	<p>appropriate, the transport operator, is unable to produce the vehicle documents necessary to ascertain the emission levels of the vehicle (Certificate of Conformity) pursuant to Commission Regulation (EU) .../...*****, Member States may apply tolls or annual user charges up to the highest level chargeable.</p> <p>4. The Commission is empowered to adopt delegated acts in accordance with Article 9e amending Annex VII in order to adapt the modalities specified in the Annex to technical progress.</p> <p>Article 7h is amended as follows:</p> <p>(a) in paragraph 1, the introductory wording is replaced by the following: "At least six months before the implementation of a new or substantially amended infrastructure charge tolling arrangement, Member States shall send to the Commission:";</p> <p>(b) paragraph 3 is replaced by the following: "3. Before the implementation of a new or substantially amended external-cost charge tolling arrangement, Member States shall inform the Commission about the network concerned, the foreseen rates per vehicle category and emission class.";</p> <p>(c) paragraph 4 is deleted;</p> <p>Article 7i is amended as follows:</p> <p>(a) in paragraph 2, point (b) and (c) are replaced by the following:</p>
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	<p>Articolo 7j - Riscossione e pagamento di pedaggi e diritti d'utenza</p> <p>Nel paragrafo 3 e 4, si propone di aggiungere un riferimento ai costi per la congestione al fine di assicurare che tutti gli elementi possibili di tariffazione siano raccolti e pagati in modo coerente.</p>	<p>"(b) such discounts or reductions reflect actual savings in administrative costs of the treatment of frequent users compared to occasional users; (c) such discounts or reductions do not exceed 13 % of the infrastructure charge paid by equivalent vehicles not eligible for the discount or reduction.";</p> <p>(b) paragraph 3 is amended as follows: "3. Subject to the conditions provided for in Article 7g(1)(b) and (5), toll rates may for specific projects of high European interest identified in Annex I to Regulation (EU) No 1315/2013, be subject to other forms of variation in order to secure the commercial viability of such projects where they are exposed to direct competition with other modes of transport. The resulting charging structure shall be linear, proportionate, made public, and available to all users on equal terms and shall not lead to additional costs being passed on to other users in the form of higher tolls.";</p> <p>Article 7j is amended as follows:</p> <p>(a) in paragraph 1, the second sentence is replaced by the following: "To that end, Member States shall cooperate in establishing methods for enabling road users to pay tolls and user charges 24 hours a day, at least at major sales outlets, using common means of payment, inside and outside the Member States in which they are applied.";</p> <p>(b) paragraph 3 is replaced by the following: "3. Where a Member State levies a toll on a</p>
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	<p>Articolo 7k - Compensazioni Si propone di limitare la possibilità di fornire compensazioni nel caso in cui vengono introdotti i pedaggi (anziché i diritti d'utenza). Ciò serve ad eliminare il potenziale esistente per la discriminazione degli utenti non residenti.</p>	<p>vehicle, the total amount of the toll, the amount of the infrastructure charge, the amount of the external-cost charge, and the amount of the congestion charge, where applied, shall be indicated in a receipt provided to the road user, where possible by electronic means."; (c) in paragraph 4, the first sentence is replaced by the following: "Where economically feasible, Member States shall levy and collect external-cost charges and congestion charges by means of an electronic system which complies with the requirements of Article 2(1) of Directive 2004/52/EC.";</p> <p>Article 7k is replaced by the following: Without prejudice to Articles 107 and 108 of the Treaty on the Functioning of the European Union, this Directive does not affect the freedom of Member States which introduce a system of tolls to provide for appropriate compensation.";</p>
<p>Article 9 1. This Directive shall not prevent the application by Member States of: (a) specific taxes or charges: — levied upon registration of the vehicle, or — imposed on vehicles or loads of abnormal weights or dimensions; (b) parking fees and specific urban traffic charges; (c) regulatory charges specifically designed to combat time and place-related traffic congestion. 2. Neither shall this Directive prevent the</p>	<p>Articolo 9 - Utilizzo dei ricavi</p>	<p>Article 9 is amended as follows:</p> <p>(a) in paragraph 2, the second sub-paragraph is deleted;</p>

<p>Member States from attributing to environmental protection and the balanced development of transport networks a percentage of the amount of the user charge, or of the toll, provided that this amount is calculated in accordance with Article 7(7) and (9).</p>	<p>Il nuovo paragrafo 3 richiede che i ricavi derivanti dalle tariffe di congestione siano utilizzati per affrontare problemi di congestione, ad es. sostenendo soluzioni di trasporto alternative o rimuovendo gli ostacoli.</p>	<p>(b) the following paragraph 3 is added: "3. Revenues generated from congestion charges, or the equivalent in financial value of these revenues, shall be used to address the problem of congestion, in particular by: (a) supporting collective transport infrastructure and services; (b) eliminating bottlenecks on the trans-European transport network; (c) developing alternative infrastructure for transport users.";</p> <p>Articles 9d and 9e are replaced by the following: Article 9d: The Commission is empowered to adopt delegated acts in accordance with Article 9e to amend Annex 0, the amounts in Tables 1 and 2 in Annex IIIb, and the formulas in sections 4.1 and 4.2 of Annex IIIa in order to adapt them to scientific and technical progress.</p> <p>Article 9e: 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.</p> <p>2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for an indeterminate period of time from [date of entry</p>
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		<p>into force of this Directive].</p> <p>3. The delegation of power referred to in Article 7g(4), Article 7ga(4) and Article 9d may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</p> <p>4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.</p> <p>5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.</p> <p>6. A delegated act adopted pursuant to Article 7g(4), Article 7ga(4) and Article 9d shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that</p>
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		they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council."; Articles 9f and 9g are deleted;
<p>Article 10</p> <p>1. For the purpose of this Directive, the rates of exchange between the euro and the national currencies of the Member States which have not adopted the euro shall be those in force on the first working day of October and published in the Official Journal of the European Communities; they shall have effect from 1 January of the following calendar year.</p> <p>2. Member States which have not adopted the euro may maintain the amounts in force at the time of the annual adjustment made pursuant to paragraph 1 if the conversion of the amounts expressed in euro would result in a change of less than 5 % when expressed in national currencies.</p>	<p>Articolo 10a</p> <p>Si propone di modificare il paragrafo 1 per aggiornare la clausola di revisione e per essere in linea con la semplificazione dell'Allegato IIIb.</p>	<p>Article 10a is replaced by the following:</p> <p>"1. The amounts in euro as laid down in Annex II and the amounts in cent as laid down in Tables 1 and 2 in Annex IIIb shall be adapted every two years in order to take account of changes in the EU-wide Harmonised Index of Consumer Prices excluding energy and unprocessed food, as published by the Commission (Eurostat). The first adaptation shall take place by 31 March [the year following the two years after the entry into force of this Directive].</p> <p>The amounts shall be adapted automatically, by increasing the base amount in euro or cent by the percentage change in that index. The resulting amounts shall be rounded up to the nearest euro with regard to Annex II, rounded up to the nearest tenth of a cent with regard to Annex IIIb.</p> <p>2. The Commission shall publish in the Official Journal of the European Union the adapted amounts referred to in paragraph 1 by 31 March of the year following the end of two calendar years referred to in paragraph 1. Those adapted amounts shall enter into force on the first day of the month following publication.";</p>
<p>Article 11</p> <p>1. By the dates referred to in the second subparagraph of Article 7(7), the Commission</p>	<p>Articolo 11 - Segnalazione</p> <p>Il paragrafo 1 è modificato per aggiornare i requisiti di segnalazione sui pedaggi, sui guadagni</p>	<p>Article 11</p> <p>1. Each year, Member States shall make public in aggregate form a report on tolls and user charges</p>

<p>shall present a report to the European Parliament and the Council on the implementation of this Directive, taking account of developments in technology and traffic congestion.</p> <p>2. Member States shall forward the necessary information to the Commission no later than six months before the dates referred to in paragraph 1 in order to enable the Commission to draw up the above report.</p> <p>3. Member States introducing electronic toll and/or usercharging systems shall cooperate with the aim of achieving an appropriate level of interoperability.</p>	<p>da pedaggio e sull'uso di questi ultimi, per includere anche le informazioni sulla qualità delle strade a pedaggio. Il punto (e) di cui al paragrafo 2 è rimosso e vengono aggiunti nuovi punti da e) a i) per includere le informazioni sui ricavi derivanti dalle tariffe di congestione, sui ricavi totali derivanti dalla tariffazione stradale, sull'uso di tali entrate e una valutazione della manutenzione stradale e del livello di congestione. Il paragrafo 3 è aggiunto per specificare un certo numero di indicatori per la valutazione della qualità delle strade a pedaggio. Sono aggiunti i paragrafi 4 e 5 per consentire alla Commissione di definire gli indicatori armonizzati mediante un atto di esecuzione e di riferire sull'applicazione di tali indicatori da parte degli Stati membri.</p>	<p>levied on their territory, including information on the use of revenues and the quality of roads where tolls or user charges are applied, as specified in paragraphs 2 and 3.</p> <p>2. The report made public pursuant to paragraph 1 shall include information on:</p> <p>(a) the external-cost charge levied for each combination of class of vehicle, type of road and period of time;</p> <p>(b) the variation of infrastructure charges according to the type of vehicles;</p> <p>(c) the weighted average infrastructure cost charge and total revenue raised through the infrastructure charge, specifying any possible deviation compared to actual infrastructure costs stemming from the variation of the infrastructure charge;</p> <p>(d) the total revenue raised through external-cost charges;</p> <p>(e) the total revenue raised through congestion charges;</p> <p>(f) the total revenues raised through tolls and/or user charges;</p> <p>(g) information on the use of revenues generated by applying this Directive, and how this use has allowed the Member State to meet the goals referred to in Article 9 (2) and (3);</p> <p>(h) an evaluation, based on objective criteria, of the state of maintenance of the road infrastructure on the territory of the Member State, and its evolution since the last report;</p> <p>(i) an evaluation of the level of congestion on the</p>
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		<p>tolled network in peak hours, based on real life traffic observations performed of a representative number of congested road stretches of the concerned network, and its evolution since the last report.</p> <p>3. For the evaluation of the quality of the parts of the road network on which tolls or user charges are applied, Member States shall use key performance indicators. As a minimum, the indicators shall relate to:</p> <ul style="list-style-type: none">(a) the quality of road surface;(b) road safety;(c) the level of congestion. <p>4. Within three years after [the entry into force of the revised Directive], the Commission shall adopt an implementing act in accordance with the advisory procedure referred to in Article 9c(2), to define a harmonised set of indicators.</p> <p>5. Within six years after [the entry into force of the revised Directive], the Commission shall publish a report based on the application by Member States of the indicators referred to paragraph 4.";</p>
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