

PRESS RELEASE

Transport Council should put digital tachograph on hold, EUROCHAMBRES says

Tomorrow's Transport Council Ministers will most likely decide on a new "Eurovignette directive". The adoption of this directive - and the possible introduction of the digital tachograph - would hit the European transport sector with increased costs and less fair competition, Chambers say.

EUROCHAMBRES' President Christoph Leitl stated: *"Tarification is a very sensitive topic in terms of global competition as well as business location. It is a blow to business that income from revenues will only fill budget holes, if the directive is adopted in its current form. This means only another burden to the transport sector without ensuring that infrastructure will be maintained by those who cause damage to it – the initial idea of the whole directive."*

Only burden but no benefit

The option of reducing taxes – as foreseen in the directive - is not likely to be used by Member States. The Commission proposed to reduce the annual vehicle tax in order to relieve the financial burden of introducing an infrastructure charging system. However, as things stand now, transport businesses will be charged twice without any clear additional benefit.

Another burning issue - the digital tachograph

Another issue that may unbalance the European playing field for road transport would be the premature introduction of the digital tachograph. Ministers need to delay the entry into force of this tachograph by extending the moratorium for its introduction by one year. The European Parliament also supports such a postponement.

According to EUROCHAMBRES, not all vehicles can be equipped with a digital tachograph in time, and several countries will not be ready administratively by summertime. This puts at risk a harmonised European-wide introduction of a complex device which is the precondition to avoid problems for operators as much as enforcers.

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