

ANNEX

to the

Proposal for a COUNCIL DIRECTIVE

amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation

Annex I is amended as follows:

(a) The title is replaced by the following:

“Table A: MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES UNTIL 31 DECEMBER […]” [insert year of entry into force of this Directive];

(b) the following tables are added:

“Table B: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] insert the year following the year of entry into force of this directive]

|  |  |  |  |
| --- | --- | --- | --- |
| Motor vehicles | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[1]](#footnote-1) | Other driving axle(s) suspension systems |
| Two axles | | | |
| 12 | 13 | 0 | 25 |
| 13 | 14 | 25 | 69 |
| 14 | 15 | 69 | 97 |
| 15 | 18 | 97 | 219 |
| Three axles | | | |
| 15 | 17 | 25 | 43 |
| 17 | 19 | 43 | 89 |
| 19 | 21 | 89 | 115 |
| 21 | 23 | 115 | 178 |
| 23 | 25 | 178 | 276 |
| 25 | 26 | 178 | 276 |
| Four axles | | | |
| 23 | 25 | 115 | 117 |
| 25 | 27 | 117 | 182 |
| 27 | 29 | 182 | 290 |
| 29 | 31 | 290 | 430 |
| 31 | 32 | 290 | 430 |

|  |  |  |  |
| --- | --- | --- | --- |
| VEHICLE COMBINATIONS (ARTICULATED VEHICLES AND ROAD TRAINS) | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[2]](#footnote-2) | Other driving axle(s) suspension systems |
| 2 + 1 axles | | | |
| 12 | 14 | 0 | 0 |
| 14 | 16 | 0 | 0 |
| 16 | 18 | 0 | 0 |
| 18 | 20 | 0 | 26 |
| 20 | 22 | 26 | 60 |
| 22 | 23 | 60 | 78 |
| 23 | 25 | 78 | 140 |
| 25 | 28 | 140 | 246 |
| 2 + 2 axles | | | |
| 23 | 25 | 24 | 56 |
| 25 | 26 | 56 | 92 |
| 26 | 28 | 92 | 135 |
| 28 | 29 | 135 | 163 |
| 29 | 31 | 163 | 268 |
| 31 | 33 | 268 | 372 |
| 33 | 36 | 372 | 565 |
| 36 | 38 | 372 | 565 |
| 2 + 3 axles | | | |
| 36 | 38 | 296 | 412 |
| 38 | 40 | 412 | 560 |
| 3 + 2 axles | | | |
| 36 | 38 | 262 | 363 |
| 38 | 40 | 363 | 502 |
| 40 | 44 | 502 | 743 |
| 3 + 3 axles | | | |
| 36 | 38 | 149 | 180 |
| 38 | 40 | 180 | 269 |
| 40 | 44 | 269 | 428 |

Table C: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY […] [insert the second year following the entry into force of this directive]

|  |  |  |  |
| --- | --- | --- | --- |
| Motor vehicles | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[3]](#footnote-3) | Other driving axle(s) suspension systems |
| Two axles | | | |
| 12 | 13 | 0 | 19 |
| 13 | 14 | 19 | 52 |
| 14 | 15 | 52 | 73 |
| 15 | 18 | 73 | 164 |
| Three axles | | | |
| 15 | 17 | 19 | 32 |
| 17 | 19 | 32 | 67 |
| 19 | 21 | 67 | 86 |
| 21 | 23 | 86 | 133 |
| 23 | 25 | 133 | 207 |
| 25 | 26 | 133 | 207 |
| Four axles | | | |
| 23 | 25 | 86 | 88 |
| 25 | 27 | 88 | 137 |
| 27 | 29 | 137 | 217 |
| 29 | 31 | 217 | 322 |
| 31 | 32 | 217 | 322 |

|  |  |  |  |
| --- | --- | --- | --- |
| VEHICLE COMBINATIONS (ARTICULATED VEHICLES AND ROAD TRAINS) | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[4]](#footnote-4) | Other driving axle(s) suspension systems |
| 2 + 1 axles | | | |
| 12 | 14 | 0 | 0 |
| 14 | 16 | 0 | 0 |
| 16 | 18 | 0 | 0 |
| 18 | 20 | 0 | 19 |
| 20 | 22 | 19 | 45 |
| 22 | 23 | 45 | 58 |
| 23 | 25 | 58 | 105 |
| 25 | 28 | 105 | 184 |
| 2 + 2 axles | | | |
| 23 | 25 | 18 | 42 |
| 25 | 26 | 42 | 69 |
| 26 | 28 | 69 | 101 |
| 28 | 29 | 101 | 122 |
| 29 | 31 | 122 | 201 |
| 31 | 33 | 201 | 279 |
| 33 | 36 | 279 | 424 |
| 36 | 38 | 279 | 424 |
| 2 + 3 axles | | | |
| 36 | 38 | 222 | 309 |
| 38 | 40 | 309 | 420 |
| 3 + 2 axles | | | |
| 36 | 38 | 196 | 272 |
| 38 | 40 | 272 | 377 |
| 40 | 44 | 377 | 557 |
| 3 + 3 axles | | | |
| 36 | 38 | 112 | 135 |
| 38 | 40 | 135 | 202 |
| 40 | 44 | 202 | 321 |

Table D: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY […] [insert the third year following the entry into force of this directive]

|  |  |  |  |
| --- | --- | --- | --- |
| Motor vehicles | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[5]](#footnote-5) | Other driving axle(s) suspension systems |
| Two axles | | | |
| 12 | 13 | 0 | 12 |
| 13 | 14 | 12 | 34 |
| 14 | 15 | 34 | 48 |
| 15 | 18 | 48 | 110 |
| Three axles | | | |
| 15 | 17 | 12 | 22 |
| 17 | 19 | 22 | 44 |
| 19 | 21 | 44 | 58 |
| 21 | 23 | 58 | 89 |
| 23 | 25 | 89 | 138 |
| 25 | 26 | 89 | 138 |
| Four axles | | | |
| 23 | 25 | 58 | 58 |
| 25 | 27 | 58 | 91 |
| 27 | 29 | 91 | 145 |
| 29 | 31 | 145 | 215 |
| 31 | 32 | 145 | 215 |

|  |  |  |  |
| --- | --- | --- | --- |
| VEHICLE COMBINATIONS (ARTICULATED VEHICLES AND ROAD TRAINS) | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[6]](#footnote-6) | Other driving axle(s) suspension systems |
| 2 + 1 axles | | | |
| 12 | 14 | 0 | 0 |
| 14 | 16 | 0 | 0 |
| 16 | 18 | 0 | 0 |
| 18 | 20 | 0 | 13 |
| 20 | 22 | 13 | 30 |
| 22 | 23 | 30 | 39 |
| 23 | 25 | 39 | 70 |
| 25 | 28 | 70 | 123 |
| 2 + 2 axles | | | |
| 23 | 25 | 12 | 28 |
| 25 | 26 | 28 | 46 |
| 26 | 28 | 46 | 68 |
| 28 | 29 | 68 | 82 |
| 29 | 31 | 82 | 134 |
| 31 | 33 | 134 | 186 |
| 33 | 36 | 186 | 282 |
| 36 | 38 | 186 | 282 |
| 2 + 3 axles | | | |
| 36 | 38 | 148 | 206 |
| 38 | 40 | 206 | 280 |
| 3 + 2 axles | | | |
| 36 | 38 | 131 | 182 |
| 38 | 40 | 182 | 251 |
| 40 | 44 | 251 | 372 |
| 3 + 3 axles | | | |
| 36 | 38 | 74 | 90 |
| 38 | 40 | 90 | 134 |
| 40 | 44 | 134 | 214 |

Table E: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY […] [insert the fourth year following the entry into force of this directive]

|  |  |  |  |
| --- | --- | --- | --- |
| Motor vehicles | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[7]](#footnote-7) | Other driving axle(s) suspension systems |
| Two axles |  |  |  |
| 12 | 13 | 0 | 0 |
| 13 | 14 | 0 | 17 |
| 14 | 15 | 17 | 24 |
| 15 | 18 | 24 | 55 |
| Three axles | | | |
| 15 | 17 | 0 | 0 |
| 17 | 19 | 0 | 22 |
| 19 | 21 | 22 | 29 |
| 21 | 23 | 29 | 44 |
| 23 | 25 | 44 | 69 |
| 25 | 26 | 44 | 69 |
| Four axles | | | |
| 23 | 25 | 29 | 29 |
| 25 | 27 | 29 | 46 |
| 27 | 29 | 46 | 72 |
| 29 | 31 | 72 | 107 |
| 31 | 32 | 72 | 107 |

|  |  |  |  |
| --- | --- | --- | --- |
| VEHICLE COMBINATIONS (ARTICULATED VEHICLES AND ROAD TRAINS) | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[8]](#footnote-8) | Other driving axle(s) suspension systems |
| 2 + 1 axles | | | |
| 12 | 14 | 0 | 0 |
| 14 | 16 | 0 | 0 |
| 16 | 18 | 0 | 0 |
| 18 | 20 | 0 | 0 |
| 20 | 22 | 0 | 15 |
| 22 | 23 | 15 | 19 |
| 23 | 25 | 19 | 35 |
| 25 | 28 | 35 | 61 |
| 2 + 2 axles | | | |
| 23 | 25 | 0 | 14 |
| 25 | 26 | 14 | 23 |
| 26 | 28 | 23 | 34 |
| 28 | 29 | 34 | 41 |
| 29 | 31 | 41 | 67 |
| 31 | 33 | 67 | 93 |
| 33 | 36 | 93 | 141 |
| 36 | 38 | 93 | 141 |
| 2 + 3 axles | | | |
| 36 | 38 | 74 | 103 |
| 38 | 40 | 103 | 140 |
| 3 + 2 axles | | | |
| 36 | 38 | 65 | 91 |
| 38 | 40 | 91 | 126 |
| 40 | 44 | 126 | 186 |
| 3 + 3 axles | | | |
| 36 | 38 | 37 | 45 |
| 38 | 40 | 45 | 67 |
| 40 | 44 | 67 | 107 |

Table F: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY […] [insert the fifth year following the entry into force of this directive]

|  |  |  |  |
| --- | --- | --- | --- |
| Motor vehicles | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[9]](#footnote-9) | Other driving axle(s) suspension systems |
| Two axles |  |  |  |
| 12 | 13 | 0 | 0 |
| 13 | 14 | 0 | 0 |
| 14 | 15 | 0 | 0 |
| 15 | 18 | 0 | 0 |
| Three axles | | | |
| 15 | 17 | 0 | 0 |
| 17 | 19 | 0 | 0 |
| 19 | 21 | 0 | 0 |
| 21 | 23 | 0 | 0 |
| 23 | 25 | 0 | 0 |
| 25 | 26 | 0 | 0 |
| Four axles | | | |
| 23 | 25 | 0 | 0 |
| 25 | 27 | 0 | 0 |
| 27 | 29 | 0 | 0 |
| 29 | 31 | 0 | 0 |
| 31 | 32 | 0 | 0 |

|  |  |  |  |
| --- | --- | --- | --- |
| VEHICLE COMBINATIONS (ARTICULATED VEHICLES AND ROAD TRAINS) | | | |
| Number of axles and maximum permissible gross laden weight  (in tonnes) | | Minimum rate of tax  (in euro/year) | |
| Not less than | Less than | Driving axle(s) with air suspension or recognised equivalent[[10]](#footnote-10) | Other driving axle(s) suspension systems |
| 2 + 1 axles | | | |
| 12 | 14 | 0 | 0 |
| 14 | 16 | 0 | 0 |
| 16 | 18 | 0 | 0 |
| 18 | 20 | 0 | 0 |
| 20 | 22 | 0 | 0 |
| 22 | 23 | 0 | 0 |
| 23 | 25 | 0 | 0 |
| 25 | 28 | 0 | 0 |
| 2 + 2 axles | | | |
| 23 | 25 | 0 | 0 |
| 25 | 26 | 0 | 0 |
| 26 | 28 | 0 | 0 |
| 28 | 29 | 0 | 0 |
| 29 | 31 | 0 | 0 |
| 31 | 33 | 0 | 0 |
| 33 | 36 | 0 | 0 |
| 36 | 38 | 0 | 0 |
| 2 + 3 axles | | | |
| 36 | 38 | 0 | 0 |
| 38 | 40 | 0 | 0 |
| 3 + 2 axles | | | |
| 36 | 38 | 0 | 0 |
| 38 | 40 | 0 | 0 |
| 40 | 44 | 0 | 0 |
| 3 + 3 axles | | | |
| 36 | 38 | 0 | 0 |
| 38 | 40 | 0 | 0 |
| 40 | 44 | 0 | 0 |

“

1. Suspension recognised as equivalent in accordance with the definition in Annexe II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-1)
2. Suspension recognised as equivalent in accordance with the definition in Annex II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-2)
3. Suspension recognised as equivalent in accordance with the definition in Annexe II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-3)
4. Suspension recognised as equivalent in accordance with the definition in Annex II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-4)
5. Suspension recognised as equivalent in accordance with the definition in Annexe II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-5)
6. Suspension recognised as equivalent in accordance with the definition in Annex II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-6)
7. Suspension recognised as equivalent in accordance with the definition in Annexe II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-7)
8. Suspension recognised as equivalent in accordance with the definition in Annex II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-8)
9. Suspension recognised as equivalent in accordance with the definition in Annexe II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-9)
10. Suspension recognised as equivalent in accordance with the definition in Annex II to Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59). [↑](#footnote-ref-10)