



## **Road tolls.**

**An ECG report on the various road  
fees applicable to international  
transport operators across Europe**

**July 2008**

## **Introduction**

The aim of this report is to provide ECG members with concise information on the road tolls applicable all across Europe, rather than just in a single country or group of countries. Hopefully, this will help them to assess the toll-due costs they incur when providing transport services abroad and to avoid surprises when starting operations on a new route.

For some countries available data is so poor that we didn't risk including it into the report. These countries are Greece, Lithuania and Serbia. Some other countries present great similarities, and are listed together in the end of this report. These are: the Eurovignette countries (Belgium, Luxembourg, The Netherlands, Sweden and Denmark), toll free countries (Bosnia and Herzegovina, Estonia, Finland, Latvia, Liechtenstein and Montenegro) and countries with transit/ecological fees (Belarus, Moldova, Russia, Ukraine). All other countries are listed in alphabetical order.

## Austria

In Austria motorway and expressway tolls for vehicles whose maximum admissible weight exceeds 3.5 t are collected electronically, there being no need for the driver to stop or change lanes for the toll to be collected properly.

Each vehicle has to be equipped with a cigarette box-sized device called Go Box. It can be bought for 5 euro (20% VAT included) at one of the 220 selling points in Austria and neighboring countries.

A visual and acoustic signal from the Go Box indicates that the toll has been collected properly each time the vehicle passes under a toll gantry.

### Payment

There are two modes of payment. In the pre-pay system, the driver loads a toll credit on his Go Box. This can be done at any of the Go Box selling points. The first time, a minimum of 45 euro has to be loaded. Each next time, the driver can load from 50 to 500 euro at a time. The loaded credit remains valid for two years. If the driver loses his Go Box, the unused credit cannot be recovered.

In the post-pay mode, no credit has to be loaded on the Go Box. The vehicle owner periodically receives an invoice for the kilometers covered.

Both in the pre-pay and post-pay modes, payment can be done via Maestro, credit card or fuel card. In the post-pay mode, VISA, MasterCard and Maestro have to be issued by an Austrian bank. This doesn't apply to Diners Club and American Express.

### Prices

The price paid depends on the number of axles. Vehicles with 2 axles pay 0,155 euro/km, vehicles with 3 axles – 0,217 euro/km, and vehicles with 4 or more axles – 0,3255 euro/km.

On some sections of the highways a higher fee can be imposed. These prices appear in the tables below:

	Section	Km	2 axles	3 axles	4 axles
A9 Pyhm Bosruck	Spital/Pyhm –Ardning	10	6,6 euro	9,2 euro	13,9 euro
A9 Pyhm Gleinalm	Kn. St. Michael – Uebelbach	25	9,5 euro	13,3 euro	20 euro
A10 Tauern	Flachau - Rennweg	47	13,6 euro	19 euro	28,6 euro
A11 Karawanken	St. Jakob/Rosental – Tunnel; Suedportal	10	9 euro	12,6 euro	18,9 euro

A Brenner	13	Innsbruck-Amras Brenner / Innsbruck-Wilten Brenner	–	35/34	23,5 euro / 22,8 euro	32,9 euro / 32 euro	49,4 euro / 47,9 euro
S16 Arlberg		St. Anton/Arlberg Langen/Arlberg	–	16	13,3 euro	18,6 euro	27,9 euro

On the A13 highway, a night fare is applicable from 10 PM till 5AM. It is the double of the day price.

## Bulgaria

Starting from 1<sup>st</sup> January 2007, new vignette charges are applicable for motor vehicles with foreign registration using the Bulgarian road network. The vignettes can be purchased at the border crossing points. Roads that can be used only by vehicles that have a valid vignette are indicated as such.

Vignette prices for the different time periods and vehicle types appear in the table below:

Type of vehicle	Time lapse	Vignette price (EUR)
All freight vehicles with more than two axles	Daily	10
	Weekly	56
	Monthly	153
	Yearly	485
All freight vehicles with two axles	Daily	10
	Weekly	33
	Monthly	87
	Yearly	256

Freight vehicles with two axles towing a trailer have to buy a second vignette for the trailer, of the same type as the one for the lorry.

The bridge on the Danube between Rouse (BG) and Giurgiu (RO) is paid. The fees range from 13 EUR for a vehicle of under 5 t without trailer to 60 EUR for a truck of over 16 t with a trailer of over 750 kg.

Special charges also apply to vehicles with excessive dimensions, weight or weight per axle. Moreover, heavy and/or bulky convoys, having a total mass of over 45 tonnes, a weight per axle exceeding by more than 30% the maximum axle loading for the given road, a height of over 4,30 m, a width of over 3,30 m or a length of over 22 m, are subject to the requirement of a permit issued by the National Road Infrastructure Fund. The price of the permit is of EUR 36, EUR 72 for delivery within three working days and 108 for delivery within one working day. More information is available at [www.aebtri.com](http://www.aebtri.com).

## Croatia

In Croatia, all highway users are subject to highway fees. These are levied at the toll lanes. Prices depend on the number of axles of the vehicle and on its height. Two payment modes exist. First, the driver can pay directly in cash, credit cards or cheques. Second, one can buy an ETC (electronic toll collection) device for 122 HRK, then load credit and use it for rapid cashless payment in special ETC lanes. Nevertheless, the ETC payment still requires stopping at the toll collection point.

### Prices

Croatian Motorways Ltd. doesn't indicate what the price/kilometer is. Nevertheless, you will find on <http://www.hac.hr/index.php?task=ces&stask=2> an easy to use fee calculation tool.

## Czech Republic

Motor vehicles and trailer combinations with a total weight equal to or greater than 12 tonnes using highways and expressways pay, ever since 1<sup>st</sup> January 2007, distance-based toll charges. A map of the net of toll roads is available at: [http://www.premid.cz/fileadmin/downloads/ESVZCR\\_map\\_8-002-10\\_tollroads.gif](http://www.premid.cz/fileadmin/downloads/ESVZCR_map_8-002-10_tollroads.gif).

Vehicles that are subject to the toll must be equipped with a small electronic device (the premid) which communicates with the tolling system. A fee for the use of a specific tolled section of a road is charged when the vehicle passes under the tolling station that corresponds to tolled section. When passing through a toll gate, an acoustic signal from the premid unit alerts the driver that the toll has been registered properly. The driver can use any lane without having to reduce the vehicle's speed or stop. The tolling process is fully automatic and requires no intervention on the part of the driver.

### Prices

The amount of toll for the use of a particular section of a tolled road depends on the length of the section and the category of the respective vehicle, depending on the number of axles and the emissions class. The amount to be paid for the use of a particular road section is calculated as a multiple of the applicable rate and of the length of the section. The toll rates per kilometer for the different vehicle classes are such as in the table below:

Toll Rates [CZK/km]						
	Emission Class Euro0-2			Emission Class Euro3-5		
	Number of Axles					
	2	3	4+	2	3	4+

highways	2,30	3,70	5,40	1,70	2,90	4,20
roads	1,10	1,80	2,60	0,80	1,40	2,00

One can easily estimate the toll for a specific route by using the calculation tool available at: [http://tollcz.mapandguide.com/premid/ti/index.jsf?locale=en\\_GB](http://tollcz.mapandguide.com/premid/ti/index.jsf?locale=en_GB).

#### Prosecution of toll cheats, settlement of toll discrepancies

Mobile enforcement is carried out by employees of the General Directorate of Customs of the Czech Republic (Generální Ředitelství cel ČR). They are authorized by law to stop all vehicles identified by the tolling system to investigate discrepancies, and, in the event of legal transgressions, they are also authorized to impose penalties, initiate administrative proceedings, or even impound vehicles that are in violation of the law. In such cases, drivers can expect to face considerable delays and complications. The access to information about transgressions is unlimited time-wise for members of the mobile enforcement units. This means that any vehicle could very well end up being detained for a long time following the discovery of such transgressions.

For more information on the electronic road toll, e-toll guide etc, please go to website: <http://www.premid.cz/>. The website is available in nine different languages.

## France

In France, all highway users are subject to highway fees. These are levied at the toll plazas. Prices depend on the number of axles of the vehicle, its permissible total weight and its height. There is a variety of payment modes, such as cash, credit cards, fuel cards and the “Liber-t” card. More information can be found on the web page <http://www.cofiroute.fr>. A full price description can be found at: [http://www.cofiroute.fr/cofiroute.nsf/web/telechargements/\\$file/Cofiroute\\_tarifs\\_2007.pdf](http://www.cofiroute.fr/cofiroute.nsf/web/telechargements/$file/Cofiroute_tarifs_2007.pdf).

Some tunnels and bridges are subject to extra payment. The tunnels are:

- **Fréjus**, that links France and Italy (Modane - Bardoneche);
- **Mont Blanc**, that links France and Italy (Chamonix Mont Blanc – Courmayeur / Entreves);
- **Maurice Lemaire** in the Vosges mountains (road N59). Currently closed for renovation, to be re-opened in winter 2007;
- **Puymorens** in eastern Pyrenées mountains (road N20);
- **Envalira** in Andora;

The bridges are:

- **Tancarville**, at the Seine river delta on the A15 highway;
- **Normandie**, at the Seine river delta, eastern part of Le Havre, near Honfleur;
- **La Rochelle**, linking la Rochelle with île de Ré;
- **Millau**, in Larzac.

## Germany

On German highways heavy commercial vehicles and vehicle combinations with a permissible total weight of 12 tons or more are subject to an electronically collected toll. The system does not require vehicles to slow down or stop, nor does it restrict them to a designated lane.

Under the German toll system, two paying methods exist: the manual log-on, recommended for drivers and companies that seldom use German motorways, and the automatic log-on. Under the manual log-on, the user logs-on for the planned route at one of about 3,500 toll station terminals or over the Internet at [www.maut.toll-collect.de](http://www.maut.toll-collect.de). To log-on manually over the Internet, the company must register with Toll Collect in advance. No registration is necessary to log-on at a toll station terminal. Truck drivers can log-on manually at toll station terminals located near motorway access ramps. Terminals marked with the name "Toll Collect" can be found at service areas and filling stations in Germany and neighbouring countries. The driver enters all the relevant vehicle information, departure time, starting point and destination. The toll station terminal then calculates the shortest route within the toll road network. The user can accept this route or choose an alternative one by entering other waypoints. The user then confirms the route, selects the desired payment method, and receives a log-on receipt upon payment. This ticket should be kept in the vehicle.

Under the automatic log-on, a transport company has to register in advance with Toll Collect. It then receives On-board units (OBU), one for each truck. The OBU automatically determines how many kilometers have already been driven on the toll route, calculates the toll based on the vehicle and toll rate information that has been entered, and transmits this information to the Toll Collect computer centre for further processing. For truck drivers, automatic log-on requires the least amount of effort: He is not required to book the route himself. All key data is already stored in the On-Board Unit.

### Prices

The toll fees are based on the number of axles and emissions class of the vehicle. Based on their emissions class, the vehicles are assigned to one of three categories (A, B, or C) as follows:

	Category A	Category B	Category C
01 Oct. 2006 to 30 Sept. 2009	S 5 and EEV Class 1	S 4 and S 3	S 2, S 1 and vehicles that do not belong to any

			emission category
From 01 Oct. 2009	EEV Class 1	S 5 and S 4	S3, S2, S1 and vehicles that do not belong to any emission category

The amount to be paid is also based on the number of axles of the truck. The toll per kilometer then appears in the table below:

Toll rates (to 30 September 2008):

	Category A	Category B	Category C
Up to three axles	EUR 0,10	EUR 0,12	EUR 0,145
Four or more axles	EUR 0,11	EUR 0,13	EUR 0,155

More information available at [www.toll-collect.de](http://www.toll-collect.de)

It is very likely that toll rates will increase as of **1 January 2009**. The increase will oscillate between 40 and 88,3% (13,5 cents to 16,2 cents per km on average).

The following prices are likely:

Up to three axles: between 14 and 27,3 cents per km
Four or more axles: 15,4 and 28,7 cents per km

The proposal still needs to be approved by the German government before it can be implemented.

## Hungary

In Hungary, the use of toll highways is permitted only if the driver has attached a motorway sticker to their windscreen (the “vignette”). The prices of these are listed in the table below:

Validity / Category	1-day	4-day	10-day	31-day	Annual
D1	—	1,170/ 1,530*	2,550	4,200	37,200

<b>D2</b>	—	—	6,600	12,600	106,500
<b>D3</b>	—	—	10,200	18,000	159,000
<b>D4</b>	3,000	—	13,200	22,500	219,000

\* The 4-day vignette costs HUF 1,530 when purchased between May 1 and September 30, and HUF 1,170 when purchased at other times of the year

### Vehicle categories

**D1:** Motorcycle, and vehicles with a permissible maximum weight of 3.5 tons with all kinds of trailer.

**D2:** Vehicle over 3.5 tons and with a maximum permissible weight of 7.5 tons, and a combination of a vehicle and a trailer (combination of vehicles).

**D3:** Vehicle over 7.5 tons and with a maximum permissible weight of 12.0 tons, and a combination of a vehicle with a trailer.

**D4:** Vehicles over 12 tons.

## Italy

In Italy, all highway users have to pay highway fees. These are levied at the toll lanes. Prices depend on the number of axles of the vehicle. Payment can be done in cash, credit cards, prepaid Viacards or by electronic means, using the Telepass. The price of a journey can be easily calculated using the calculation tool on the web page: <http://www.autostrade.it/autostrade/percorso.do>.

Moreover, special fees apply to a few tunnels. These are:

- **Mont Blanc** (between Italy and France)
- **Fréjus** (between Italy and France)
- **Grand Saint-Bernard** (between Italy and Switzerland)
- **Munt la Schera** (between Italy and Switzerland)

## Ireland

In Ireland, some roads are toll roads. In the table below, you will find maximum tolls applicable to goods vehicles with a design gross vehicle weight exceeding 3,5 t in 2007.

Road segment	2-3 axles	4 or more axles
M1 Motorway (Gormanston to Monasterboice)	EUR 4,30	EUR 5,50
M4 Kinnegad-Enfield-Kilnock Motorway	EUR 5,20	EUR 6,40
M8 Rathcormac/Fermoy Bypass	EUR 4,30	EUR 5,50

On M50 West-Link Toll Bridge, commercial vehicles exceeding 2 tonnes unladen weight and with not more than 2 axles pay EUR 6,50, commercial vehicles exceeding 2 tonnes unladen weight and with no more than 3 axles – EUR 8,20 and commercial vehicles exceeding 2 tonnes unladen weight and with 4 or more axles – EUR 9,80.

## Macedonia

In Macedonia, a toll is levied on international transport of goods upon entering the country. The price for trucks under 15 t is USD 0,006/tonne/kilometer and USD 0,008/tonne/kilometer for those above 15 t. The toll has to be paid cash in a convertible currency, according to the current exchange rates of the central bank of Macedonia.

An extra fee is levied for the use of highways. The amount to be paid can be easily calculated at: <http://www.ttse.org/default.aspx?c=87&p=63>.

## Norway

In Norway, the highways and some major roads are toll routes. Details on the fees applicable on different highways are available at [http://istore.palantir.no/norveg/Files/64\\_Toll%20Money%20Fees%20per%201.1.2007.xls](http://istore.palantir.no/norveg/Files/64_Toll%20Money%20Fees%20per%201.1.2007.xls). Payment can be done at toll stations by traditional means (cash, credit cards, etc...). An interesting alternative is the AutoPASS service. Out of the existing 45 toll road projects in Norway, 23 are already adapted to the AutoPASS standard of Electronic Fee Collection. In order to use AutoPASS, the owner has to sign an AutoPASS Contract and buy an AutoPASS On-Board Unit (OBU), an electronic device to be fixed on the windscreen behind the mirror. The AutoPASS Contract can be obtained from one of the companies operating the EFC systems. When using AutoPASS on a highway operated by the contracted company, the driver benefits from major discounts. The AutoPASS can also be used on other highways, however without discount.

Special fees are also perceived on:

- the tunnel linking eastern and western Oslo;
- entering the city centers of Oslo, Bergen and Trondheim.

## Poland

In Poland, the use of main roads by vehicles with an admissible total weight exceeding 3,5 t is permitted only if the driver has attached a special sticker to his windscreen (the “vignette”). Drivers already in possession of a vignette are not subject to the fees imposed on the other users of toll highways. The price of the vignette for different time periods and truck categories can be seen in the table below:

Car type (permissible total)	Fee in PLN			
	Daily	Weekly	Monthly	Yearly
	Gas emission standards			

weight)	EURO 0/1	EURO 2 or more	EURO 0/1	EURO 2 or more	EURO 0/1	EURO 2 or more	EURO 0/1	EURO 2 or more
3,5-12 t	9	8	30	28	75	70	500	450
More that 12 t	27	27	88	75	275	250	2500	2100

## Portugal

In Portugal, all highways and some main roads are toll roads. The fees depend on the number of kilometers covered, the height of the vehicle at the front axle and the number of axles. The price/kilometer differs slightly from one operator to another. Nevertheless, they are close to the average prices indicated in the table below.

Type of vehicle	Price / kilometer
Less than 1,10 m, 2 axles or more	EUR 0,057
More than 1,10 m, 2 axles	EUR 0,100
More than 1,10 m, 3 axles	EUR 0,128
More than 1,10 m, 4 axles or more	EUR 0,143

Portuguese highways and main roads are also partially equipped with an Electronic Toll Collection system – Via Verde. It allows the driver to pay for using the road without stopping at the toll collection points. In order to use Via Verde, one has to buy the Via Verde unit, install it onboard, and link it to a banking account. The payment is done automatically when a properly equipped vehicle goes through the toll lane marked with a green V sign. The yellow light indicates a problem with the payment.

There are two bridges that are extra paid:

- **25 Avril** bridge in Lisbon
- **Vasco da Gama** north of Lisbon.

## Romania

In Romania, the use of all roads, except those in towns and cities, is permitted only after the purchase of a vignette. The vignettes are sold to foreigners for the periods of 1, 7, 30 days, as well as 6 or 12 months. Romanians can only buy the vignette for one year. Vignettes can be purchased at gas stations and post offices. In the table below are listed the tariffs for different vehicle types, emission standards and periods:

All prices are expressed in <b>EUR</b>			
<b>Vehicles from 3,5 to 7 t</b>			
<b>Time</b>	<b>Euro 0</b>	<b>Euro 1</b>	<b>Euro 2 - 3</b>

<b>1 day</b>	4,80	3,80	3,00
<b>7 days</b>	16,80	13,80	10,80
<b>30 days</b>	60,00	54,00	45,00
<b>6 months</b>	180,00	150,00	120,00
<b>1 year</b>	240,00	228,00	210,00
<b>Vehicles from 7 to 12 t</b>			
<b>Time</b>	<b>Euro 0</b>	<b>Euro 1</b>	<b>Euro 2 - 3</b>
<b>1 day</b>	4,80	4,20	3,60
<b>7 days</b>	18,00	15,00	12,00
<b>30 days</b>	63,00	57,00	51,00
<b>6 months</b>	330,00	294,00	258,00
<b>1 year</b>	540,00	480,00	420,00
<b>Vehicles above 12 t, max 3 axles</b>			
<b>Time</b>	<b>Euro 0</b>	<b>Euro 1</b>	<b>Euro 2 - 3</b>
<b>1 day</b>	5,00	5,00	5,00
<b>7 days</b>	19,00	17,00	15,00
<b>30 days</b>	69,00	61,00	54,00
<b>6 months</b>	346,00	306,00	270,00
<b>1 year</b>	576,00	255,00	225,00
<b>Vehicles above 12 t, 4 or more axles</b>			
<b>Time</b>	<b>Euro 0</b>	<b>Euro 1</b>	<b>Euro 2 - 3</b>
<b>1 day</b>	5,00	5,00	5,00
<b>7 days</b>	31,00	28,00	25,00
<b>30 days</b>	112,00	101,00	90,00
<b>6 months</b>	558,00	504,00	450,00
<b>1 year</b>	930,00	840,00	750,00

## Slovakia

In Slovakia, drivers have to pay for the use of highways and expressways by buying a vignette. The prices of the different vignettes appear in the table below.

<b>Yearly</b>	
Les than 3,5 t	1 100,- SKK
3,5 – 12 t	13 500,- SKK
More than 12 t	28 000,- SKK
<b>Monthly</b>	
Les than 3,5 t	300,- SKK
3,5 – 12 t	2 600,- SKK
More than 12 t	3 000,- SKK
<b>Weekly</b>	
Les than 3,5 t	150,- SKK
3,5 – 12 t	1 100,- SKK
More than 12 t	1 200,- SKK
<b>Daily</b>	
3,5 – 12 t	260,- SKK
More than 12 t	300,- SKK

It is important to note that Slovakia considers introducing a new distance-based toll in the near future.

## Slovenia

In Slovenia, most highways and expressways are toll roads. Their complete list can be found at <http://www.cestnina.si/?id=111>. The fee is linked to the distance covered and the vehicle's class. The class division and the corresponding prices appear at <http://www.cestnina.si/?id=197>. Up till now, only traditional payment methods are available to truck drivers: cash, credit cards or prepaid cards. However, the extension of the Electronic Toll Collection system, now operating only for car and motorcycle drivers, to truck drivers, is not to be excluded.

## Spain

In Spain, the net of toll highways is doubled with a net of free of charge expressways. For each highway segment, a different fee is applicable. Its amount depends on the vehicle's category. One can easily check the category of his vehicle at [http://www.audasa.es/Categori\\_E.htm](http://www.audasa.es/Categori_E.htm). The transfer fees can be checked after clicking on the relevant part of a highway on the map at: [http://www.aseta.es/index\\_i.htm](http://www.aseta.es/index_i.htm).

Payment for highways can be either done by traditional means (cash, credit cards), or using the Electronic Toll Collection system - VIAT. In this second case, one has to buy an On Board Equipment (OBE – available in financial institutions across Spain), attach it to the vehicle's windshield and link it to a banking account. Fees are then directly charged from the OBE's owner's account. It is important to add that in order to use the ETC system, the driver has to ENTER and LEAVE the highway through the ETC gates marked with the VIAT T sign, each time respecting the indicated speed limits.

## Switzerland

A Heavy Vehicle Fee (HVF) is applicable to most users of Swiss roads whose permissible total weight exceeds 3,5 t. The fee is related to the distance covered on Swiss roads, the emission category of the vehicle and its permissible total weight. Unity price is fixed for 1 tonne-kilometer. It means that in order to calculate the total fee, the road user has to multiply the basic fee for his emission category by the number of kilometers covered in Switzerland and the number of tonnes of the permissible weight of his vehicle, as written in the license. The unity prices for 1 tonne-kilometer appear in the table below.

Emissions standard	Fee per tonne-kilometer
EURO 0 and I	0,0288 CHF
EURO II	0,0252 CHF
EURO III-V	0,0215 CHF

The fees are expected to increase on 1 January 2008 for EURO 0-2 trucks, and on 1 January 2009 for EURO 3 and higher. The new fees appear in the table below:

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Emissions standard	Fee per tonne-kilometer
EURO 0-II	0,0307 CHF
EURO III	0,0266 CHF
EURO IV-VI	0,0226 CHF

### Payment method

There are two ways of paying the HVF. First, the driver or the owner of the truck can equip it with an On-Board Unit (OBU), distributed free of charge to domestic and foreign users alike. OBU is coupled to the tachograph and records the kilometers traveled. If the truck leaves the country, a microwave device fitted above the road deactivates OBU till it re-enters Swiss territory. Every month, information has to be transferred from the OBU to a chipcard to be forwarded to the Customs.

Truck drivers can also use the Swiss roads without installing the OBU. Upon entering the country, they receive an identification card and declare their mileage. The due amount has then to be paid at the latest when leaving Switzerland.

## **Turkey**

In Turkey, major motorways – the Anatolian Motorway, the KGM Europe Highway, the Izmir-Çeşme and Izmir-Aydin Motorways, the Çukurova Motorway – are all toll routes. The amount of toll depends on the length of the highway segment used and on the number of axles of the vehicle. In general, the longer the distance covered on a highway, the lower the price per kilometer. Longest highways are divided into sections of no more than 220 km. Tolls range from 1,50 Lira for cars traveling on a very short distance (around 10 km) to 15,50 Lira for 6 or more axle trucks traveling on the 211 km long KGM Europe Highway from Edirne to Istanbul. The table below shows, as an example, the amounts of toll to be paid when traveling on highways from Edirne on the Greek border to Istanbul.

Number of axles	Toll in Turkish Lira
3	10,50
4-5	13,50
6 or more	15,50

In addition, tolls are levied on vehicles crossing the Bosphorus and Fatih Sultan Mehmet (Second Bosphorus) Bridges, but **only in the direction from Europe to Asia**. Crossing the bridge in the opposite direction is free of charge. The tolls are shown in the table below.

Number of axles	Toll in Turkish Lira
3	10
4-5	30

## United Kingdom

In the United Kingdom, the use of roads is free of charge, with some notable exceptions. These are:

- The M6 highway (small highway segment north of Birmingham), the first British toll road. The prices for trucks are GBP 8 during the day and GBP 7 during the night. New toll roads are to be built in the future;
- The vehicle tax, applicable to UK residents; tax calculation methods are available at [http://www.direct.gov.uk/en/Motoring/OwningAVehicle/HowToTaxYourVehicle/DG\\_4022117](http://www.direct.gov.uk/en/Motoring/OwningAVehicle/HowToTaxYourVehicle/DG_4022117);
- The Congestion Charge applicable to vehicles entering the central London area. The fee is GBP 8 if paid the same day or GBP 10 if paid the next day. A map of the applicability area is available at <http://www.cclondon.com/download/DetailMapECCZ.pdf>. Congestion Charge might be introduced in other metropolis soon.
- Tolls exist on some bridges and tunnels. An extensive list of these facilities can be found at: [http://www.theaa.com/allaboutcars/overseas/european\\_tolls\\_results.jsp?country=Great%20Britain](http://www.theaa.com/allaboutcars/overseas/european_tolls_results.jsp?country=Great%20Britain).

## Eurovignette countries – Belgium, Denmark, Luxembourg, The Netherlands, Sweden

The Eurovignette is a tax imposed on vehicles with a permissible total weight of 12 tons or more for the use of motorways and other major roads in 5 European countries, namely Denmark, Sweden and the three Benelux countries. Once the Eurovignette bought in one of the countries, no more payment applies in the other four.

### Prices

Emission norm	Eurovignette						
	Annual		Monthly		Weekly		Daily
	Less than 4 axles	4 axles or more	Less than 4 axles	4 axles or more	Less than 4 axles	4 axles or more	
Euro 0 (first registration before	960 €	1.550 €	96 €	155 €	26 €	41 €	8 €

1/10/1993)								
Euro 1 (first registration between 1/10/1993 and 30/9/1996)	850 €	1.400 €	85 €	140 €	23 €	37 €	8 €	
Euro 2 (first registration after 30/9/1996)	750 €	1.250 €	75 €	125 €	20 €	33 €	8 €	

Some special highway segments, like bridges; tunnels, etc. in the Eurovignette countries are subject to additional fees. In the table below you will find a non-exhaustive list of these places:

Country	Extra paid road segment
Belgium	Liefkenhoektunnel (near Antwerpen)
Denmark	- Torebaelt bridge, linking Korsor to Nyborg - Oresund bridge, linking Denmark to Sweden
The Netherlands	- Kil tunnel (N217 Gravendeel – Dordrecht) - Westerschelde bridge (links Zeeland to the land)
Sweden	- Oresund bridge, linking Sweden to Denmark - Svinesund bridge, linking Sweden to Norway

### Toll free countries

In the following countries, the use of roads is, in principle, free of charge:

- Bosnia and Herzegovina
- Estonia
- Finland
- Latvia
- Liechtenstein
- Montenegro.

## **Countries with transit/ecological fees**

In the following countries, the use of roads is, in principle, free of charge, but transit/ecological fees may be levied upon entrance:

- Belarus
- Moldova
- Russia
- Ukraine.