

[^{F1}]^{F2} ANNEX IIIb

MAXIMUM WEIGHTED AVERAGE EXTERNAL-COST CHARGE

Textual Amendments

- F1** Inserted by Directive 2011/76/EU of the European Parliament and of the Council of 27 September 2011 amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (Text with EEA relevance).
- F2** Substituted by Update of Annex II and of Tables 1 and 2 of Annex IIIb with respect to applicable euro values in accordance with Article 10a of Directive 1999/62/EC of the European Parliament and of the Council, as amended by Directive 2011/76/EU of the European Parliament and of the Council 2020/C 223/01.

This Annex sets out the parameters to be used to calculate the maximum weighted average external-cost charge.

1. **Maximum cost of traffic-based air pollution**

TABLE 1

Maximum chargeable air pollution cost

cent/vehicle.kilometre	Suburban roads(including motorways)	Interurban roads(including motorways)
EURO 0	17,8	13,3
EURO I	12,2	8,9
EURO II	10,0	7,8
EURO III	7,8	6,7
EURO IV	4,5	3,4
EURO V after 31 December 2013	0	0
	3,4	2,3
EURO VI after 31 December 2017	0	0
	2,3	1,2
Less polluting than EURO VI	0	0

The values of Table 1 may be multiplied by a factor of up to 2 in mountain areas to the extent that it is justified by the gradient of roads, altitude and/or temperature inversions.

2. **Maximum cost of traffic-based noise pollution**

TABLE 2

Maximum chargeable noise cost

cent/vehicle.kilometre	Day	Night
Suburban roads (including motorways)	1,22	2,22

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Interurban roads (including motorways)	0,23	0,34
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The values in Table 2 may be multiplied by a factor of up to 2 in mountain areas to the extent that it is justified by the gradient of roads, temperature inversions and/or amphitheatre effect of valleys.]]