

In English
with the new German toll

SPECIAL BOOKLET
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New revision of the Eurovignette Directive

The most efficient semitrailer will allow to reduce the cost of the tolls

The European Commission has presented a proposal to modify the Eurovignette Directive, so that the ensembles towing refrigerated trailers or semi-trailers, canvas trucks or closed box trucks that set up devices that help reduce the fuel's consumption, therefore reducing the CO₂ emissions, are granted with discounts on the price of the tolls.



The processing of the modification of the Eurovignette Directive has been long and complex. This legislative initiative is one of the eight proposals a grouped together in the 'First Mobility Package'.

The goal of the new modification of the Eurovignette Directive is to motivate the use of trailers and semis more efficient, that help reduce the use of fuels and, therefore, lower the CO₂ emissions, rewarding the drivers with bonifications on the cost of the tolls.

When the last modification of the Eurovignette Directive was approved, at the start of 2022, it was included the obligation of adding a fee on the price of the tolls due to the CO₂ emissions of the vehicles, to help reduce the effects of climate change. This obligation must be fulfilled by the countries before march of 2024 and it's going to entail an increase on the price of the tolls. There's been already some announcement on that subject: the fees of the german TollCollect are going to duplicate in 2024, as the German government has announced.

Semis and tolls. It was also included on the modification of the 2022 Directive the necessity to incorporate to the toll's value's calculation system the produced emissions from large goods vehicles considering not only the tractor but also the efficiency of the semi. This incorporation would be carried through when a tool that allowed to evaluate the effect of the semis on the CO₂ emission from the total existed.

Well, that tool already exists; it was created through the Implementing Regulation (EU) 2022/1362, which was approved in august 2022 and its content is analyzed in the adjacent box.

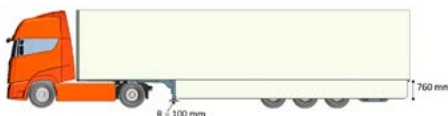
With this condition fulfilled, the European Commission presented in may 2023 the normative proposal with the modifications that have to be done on the Eurovignette Directive to actualize the taxing system for the use of the infrastructures and it also actuali-

zes the values of the corresponding fees to the groups of vehicles with trailers and semis.

According to the European Commission, the trailers and semis have an important potential in reducing the CO₂ emissions from the large goods vehicles. The optimization of these vehicles can achieve improvements on the aerodynamic performance, the resistance to roll and their weight. The potential for energetic efficiency is around 7,5% for trailers and 15% for semis, when compared to a trailer in 2020.



The reduction of the CO₂ emissions by the incorporation of aerodynamic devices will be rewarded with bonifications on the tolls.



Recovering the investment. But these more efficient vehicles have a higher price. Here is where the modification of the Eurovignette Directive to include bonifications on the tolls comes into play, which will reduce even more the operative cost of the most efficient semis and trailers, making

their acquisition more attractive for drivers: it entails a bigger inversion to buy the semi or the trailer, but it will be amortized with the reduction of the fuel consumption and the lower costs of the tolls. In the evaluations done by request of the European Commission, the net economic saving along the whole useful live of these more efficient vehicles oscilates between the 11,500€ in the case of fridge trailers and over the 42,500€ for an average semi with box body.

On the other side, one must consider that, facing the future, the semis' manufactures will have make an effort to commercialize more efficient vehicles, as the regulations for the CO₂ emissions from vehicles are going to be modified, so that in 2030 is a reduction of the

15% of the mean emissions from the manufactured semis and the corresponding 7,5% for the trailers is going to be imposed.

This means that either they sell more efficient semis and trailers, or they are going to sanctioned by the EU. This way, the European normative stimulates the supply and demand of more efficient vehicles: the supply by forcing the manufacturers with goals that,

AN EFFICIENT SEMI CAN OFFER A SAVINGS OF UP TO 42,500 € THROUGHOUT ITS USEFUL LIVE, ACCORDING TO STIMATIONS DONE BY THE EUROPEAN COMMISSION

The new trailers and semitrailers will have an CO₂ emissions certificate as of July 2024

The aerodynamic devices and efficient tires will be more profitable

The semis manufacturers will have to certificate the CO₂ emissions from their new box vehicles and canvas semis with more than eight tones GVW starting July 2024. According to the European normative, **this information about the environmental efficacy of a trailer or semi can be used for the calculation of the cost of tolls on roads** and on tax purposes, it could also condition their access to low emissions areas.

From January of 2019, trucks and tractors started to come out of fabric with their CO₂ emissions certificate, that indicated how much they're going to produce when they're circulating. These emissions are calculated with the VECTO app, developed by the European Commission. **In July 2024 it will be the turn for heavy semis and trailers from eight tones od GVW (vehicles from categories O3 and O4). But only for the boxes for dry load, refrigerated and conditioned, and for canvas and semicanvas.**

With this goal, in august 2022 it was published on the Official Journal of the European Union the *Implementing Regulation (EU) 2022/1362 relative to the performance of heavy trailers with respect to their influence on the CO₂ emissions, the fuel and energy consumption and the zero emissions autonomy for motor vehicles.*

With this Regulation it has been established the procedure to certificate CO₂ emissions and their influence on the fuel consumption for the trailers and semis aforementioned. **The goal: to favor the development and commercialization of less polluting vehicles.**

The determination of the fuel consumption, and therefore the CO₂ emissions, it's obtained with an informatic simulation done with an informatic tool developed by the European Commission, with characteristics similar to the VECTO program, that is already used for motor vehicles, but specific for trailers and semis. The manufactures will have **to introduce on the app the more important data from each model: dimensions, number of axles, steer axles, the trailer's coupling characteristics, etc.**

The importance of the tires and areodynamics

In a separated way, it will be also introduced on the app two complementary informations: **the data relative to the tires used by the vehicle, specifically their grade on the resistance to roll section,** property that influences directly on the fuel consumption; and, on

the case that they have been installed, **the data about the aerodynamic devices**, both at the rear and those that may have been mounted on the sides along the semitrailer or trailer, that help reduce the fuel consumption.

With all of these data, the vehicles manufacturers will have to calculate with the informatic app the yield of the new vehicles regarding their influence on the CO₂ emissions (and fuel consumption) that get put on sale from July 2024. This certificate will then become mandatory and will accompany each commercialized unit as part of its official documentation.

Repercussions on taxes, restrictions to circulating and tolls

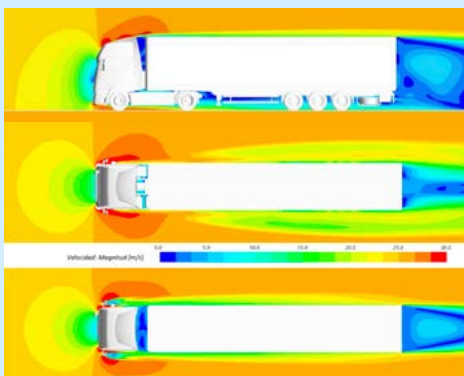
This way, the buyers will have at their disposal reliable information about the trailers and semis efficiency, the influence of 'good' tires and aerodynamic devices, that will be able to evaluate when deciding what unit to buy. And, also, because this information about the environmental efficacy of each heavy trailer and semi will be available for **the calculation of taxes, for conditioning the access of the ensemble**

to low emissions areas and to calculate the toll value to pay. In relation to that last goal the Eurovignette Directive is being modified as it was explained on the main text.

In this first Regulation the vehicles for which it was the easiest to develop the calculations (closed boxes and canvas) have been included and, also, it's considered that these are the vehicles that circulate more kilometers per year and, therefore, are the ones that more CO₂ emissions generate, as they are the most used vehicles in international transport. It isn't discarded that in the future other vehicles are included, like the tankers, that, because of the characteristics, their CO₂

emissions are harder to calculate; trailers and semis with more than three axles, those who surpass the maximum authorized dimensions or those fitted with powered axles.

On the other hand, it is believed that in short term (in fact, the corresponding 'gaps' have been reserved in the appendices) vehicles prepared to forma megatrailer, like short semis like the link-trailer, will be included on the Regulation, as the European Commission has included on the revision of the Directive of masses and dimensions that the circulation on european roads of ensembles of 25,25 meters and 60 tons is authorized.



Three simulations of the air flux velocity around the articulated ensemble used to establish its aerodynamic resistance

when not being meet will imply economic sanctions and the demand by rewarding the drivers that buy and use them.

Three categories. And how is the bonification system going to be established? With the mean values of efficiency registered from the CO₂ emissions certificates from semis and trailers obtained by the

application from the Implementing Regulation (EU) 2022/1362, some standard efficiency thresholds will be established, and they will be use to set three kinds of semis and trailers.

The group of vehicles with semis and trailers from the class that equals the standard will pay the standard toll fee. The ensemble of semis or trailers that stays below the standard will receive a

Mandatory as from March 2024

The new system for fixing the amount of the tolls

As it has been established on the [Directive 2022/362](#) about the application of charges on vehicles for the use of certain infrastructures, **as from March 2024**, the price of the tolls that are applied on the countries of the European Union can be readjusted including a charge for CO2 emissions.

Let's start with the definition: **toll**, a specific cost that must be paid with respect a vehicle based on the distance travelled in a certain infrastructure and the type of the vehicle, with payment gives the right to said vehicle to use the infrastructures. **The cost of the toll is the result of applying one or several of the following fees:**

A) Infrastructure fee: charge levied for the purpose of recovering the construction, operation and maintenance costs (internalize the costs by the produced damages), and the costs of development related to infrastructures. The infrastructure fee that is fixed for trucks can vary depending on their CO2 emissions level.

B) Congestion fee: fee that is levied on vehicles to recover congestion costs incurred by a Member State and to reduce congestion. Congestion is defined as a situation where the traffic volumes supported by a road approach or exceed its maximum capacity.

C) External costs fee: fee levied to recover costs related to one or several of the following aspects:

- **the atmospheric pollution** caused by traffic: the cost of the damage to the health of the people and the environmental damaged caused by the liberation to the atmosphere of particles and ozone precursors, like nitrogen oxides (NOx) and the volatile organic compounds.
- **the acoustic pollution** caused by traffic: the cost of the damage to the health of the people and the environmental damaged caused by the noise emitted by the vehicles or created by the interaction of these with the surface of the road.
- **the CO2 emissions** caused by traffic: the cost of the related to the emission of CO2. From the year 2027, road transport will become subject to [a trade regime of rights of emissions](#), that will be applied through the fuel distributors. This means that this part of the external costs

penalization and the class that stays above the mean threshold will be the ones that get a bonification.

For the vehicles manufactured before July 2024, that will, therefore, not have a CO2 emissions certificate, it has been planned the development of a methodology that allows to assigning a class to the trailers and semi-trailers that are reconditioned with equipments that improve their energetic efficiency, like the installation of aerodynamic devices.

In this new modification of the modification of the Eurovignette Directive it is proposed that the concession of bonifications for the

THE CREATION OF THREE CLASSES OF GROUPS IS PROPOSED:
WITH BONIFICATION, WITHOUT BONIFICATION AND WITH PENALTY

most efficient vehicles is voluntary until June 2030 and of mandatory application from the 1st of July of 2030.

This proposal has been critiqued by the drivers associations and by the semis and trailers manufacturers, as the calculation of the mean values of efficiency needed to establish the categories of vehicles by CO2 emissions will be available in 2025-2026, so there is an unnecessary delay on the mandatory application of the bonifications by the countries, situation that will not encourage the drivers in investing in more expensive vehicles if they are not going to be rewarded in exchange.



fee will not be included on the price of tolls, as it will suppose a double imposition.

These are some examples of the values that have been fixated with the new Directive and that can already be applied:

Maximum import for annual vignettes

For **trucks with up to three axles** the prices oscillate between 1,899€ for EURO 0 vehicles and 855€ for EURO VI vehicles. **With four or more axles**, between 3,185€ and 1,425€, respectively.

Reference values for the external costs fee (infrastructure, atmospheric and acoustic pollution)

For vehicles with five or more axles. In suburban zones, between 33.5 cents/km for EURO 0 vehicles; 3.4 cents/km for EURO VI and 2.8 cent/km for less polluting than EURO VI or zero emissions vehicles. In interurban zones, respectively: 19.4 cents/km, 0.8 cents/km and 0.3 cents/km.

Reference value for the external costs fee due to CO2 emissions

For vehicles with five or more axles: between 9.1 cents/km and 0 cents/km.

It has to be reminded that the Directive continues to give freedom to decide if it's applied to tolls or not: only Finland doesn't apply them; or what fees to apply: one, several or all of them.

Payment systems for the use of certain roads

European Union

Although the application of tolls and vignettes is not mandatory, all the countries on the European Union, except Finland, have functioning some payment system for the use of certain roads that affect to goods vehicles over 3.5 tons. In this special dossier we gather all the information related to the tolls systems of each country on the European Union, with the information relative to tolls systems in countries with a high level of road transport: Norway, United Kingdom and Switzerland.

Austria

The **GO-Toll System** in Austria is managed by the company **ASFINAG**. The cost of the toll, for goods vehicles starting from 3.5 t depend on the number of axles, the emissions and the kilometres. For the payment, one option is **GO Direkt**, the payment system from ASFINAG, or do it through an OBU. Austria is one of the countries that can be optionally activated on the **AS 24 PASSango Europe / Europilot toll badge**.

For occasional trips to Austria, it is recommended to use the Go-Box OBU, that can be acquired with the **AS 24 Eurotrafic** in **175 selling points** in Austria and surroundings ([here](#) there is information on how to acquire it). Other option is to register to operate with the different accepted system in Austria, like **Emotach**, that allows the payment with the same unit in Switzerland and Austria; and **Toll2Go**, that works in Germany and Austria (the **AS 24 Eurotrafic** card allows the equipment of the trucks with this OBU). **EasyGo+** can also be used, with it the payment of tolls can be done in Austria, Sweden, Norway and Denmark.

Toll amount for trucks in Austria in 2023

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	0.05150	0.05190	0.07273	0.07365	0.10871	0.10987
EURO VI	0.21120	0.21160	0.29631	0.29723	0.44033	0.44149
EURO V EEV	0.21800	0.21840	0.30583	0.30675	0.45121	0.45237
EURO IV	0.22490	0.22530	0.31549	0.31641	0.46225	0.46341
EURO III a 0	0.24550	0.24590	0.34433	0.34525	0.49521	0.49637

Notes for all truck toll tables in Austria: The amounts are in euros per kilometre and do not include the 20% VAT. Type E/H₂ vehicles are pure electric and hydrogen fuel cell vehicles. Nightly rates apply between 10 PM and 5:00 AM the following day.



Other tolls. In some tunnels and motorways sections different **fees** are applied. They're the following:

A-9 Gleinalm and/or Bosruck Tunnel (Pyhrn motorway) - 25 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	2.82	2.83	3.96	3.98	5.93	5.96
Euro VI	11.40	11.41	15.98	16.00	23.87	23.90
Euro V / EEV	11.57	11.58	16.21	16.24	24.14	24.17
Euro IV	11.74	11.75	16.45	16.47	24.41	24.44
Euro 0 a III	12.24	12.25	17.16	17.18	25.21	25.24

A-9 Pyhrn Bosruck - 10 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	1.16	1.16	1.63	1.64	2.44	2.45
Euro VI	4.48	4.69	6.56	6.57	9.80	9.81
Euro V / EEV	4.75	4.75	6.66	6.67	9.91	9.92
Euro IV	4.82	4.82	6.75	6.76	10.02	10.03
Euro 0 a III	6.03	5.03	7.04	7.05	10.35	10.36

A-10 Tauern and Katschberg tunnel (Tauern motorway) - 47 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	4.95	4.97	6.96	7.00	10.42	10.47
Euro VI	20.05	20.06	28.09	28.13	41.94	42.00
Euro V / EEV	20.36	20.37	28.53	28.57	42.44	42.50
Euro IV	20.68	20.70	28.99	29.02	42.96	43.01
Euro 0 a III	21.64	21.64	30.33	30.36	44.49	44.55

A-11 Karawanken tunnel (Karawanken motorway) - 10 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	2.20	2.20	3.08	3.09	4.62	4.63
Euro VI	8.84	8.84	12.38	12.39	18.53	18.54
Euro V / EEV	8.90	8.81	12.47	12.48	18.63	18.65
Euro IV	8.97	8.98	12.57	12.57	18.74	18.75
Euro 0 a III	9.17	9.18	12.85	12.85	19.06	19.07

Austria

continued

A-12 Inntal (Kufstein hasta Innsbruck-Amras) - 75 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	4.76	4.76	6.66	6.66	9.99	9.99
Euro 0 a VI	18.98	18.98	26.58	26.58	39.85	39.85

A-13 Brenner pass (Innsbruck-Amras) - 35 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	5.80	5.80	8.15	8.15	12.22	24.44
Euro 0 a VI	23.30	23.30	32.60	32.60	48.90	97.80

More information. In case that the toll payment wasn't done properly, the Austrian system give a second option for the correct payment without extra charges. The information about which cases apply and how to do it is [here](#). Introducing the type of vehicle, emissions category and points of entry and exit, you can calculate the cost of the toll beforehand with this [tool](#). In the case that you have to stop to take a break in Austria, the information about **trucks parking** is [here](#).

A-13 Brenner pass (Innsbruck-Wilten) - 34 km.

Vehicle Euros	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	5.62	5.62	7.90	7.90	11.84	23.68
Euro 0 a VI	22.58	22.58	31.60	31.60	47.39	94.78

S-16 Arlberg Tunnel (Arlberg expressway) - 16 km.

Vehicle Euros/km	2 axles		3 axles		4 or more axles	
	Day	Night	Day	Night	Day	Night
E/H ₂	2.18	2.18	3.06	3.07	4.58	4.60
Euro VI	8.80	8.81	12.33	12.35	18.43	18.45
Euro V / EEV	8.91	8.92	12.49	12.50	18.61	18.63
Euro IV	9.02	9.03	12.64	12.66	18.78	18.80
Euro 0 a III	9.35	9.36	13.10	13.12	19.31	19.33

To know **real time information about the traffic situation**, click [here](#). If you're going to make a **special transport**, don't forget to obtain information about in this [link](#).

Belgium

In Belgium, [VIAPASS](#) is the organ in charge of the management and collection of the tolls. The tolls can only be paid by the on-board unit (OBU) and it's mandatory for every vehicle with at least 3.5 t. VIAPASS doesn't provide a payment system, so it has to be self-provided. Belgium is one of the countries that can be



optionally activated on the **AS 24 PASSango Europe / Europilot toll badge**.

For occasional trips, the toll operator [Satellic](#) counts with expending machines to acquire and return an OBU, that can be acquire with the professional card in **AS 24 Eurotraffic** prepay

mode. The amount of the toll depends on the kilometres, the number of axles and the emissions from the vehicle, and it varies from region to region: Flanders, Wallonia and Brussels [Flanders](#), [Wallonia](#) y [Brussels](#) (in these regions the roads considered as urban are separated from the motorways). Here there are the [fees](#) by regions. The maps with the roads with tolls in each of the three regions are in this [link](#).

The **Liefkenshoek tunnel**, in the Amberes port area (on the R-2), has its own [toll system](#).

In euros	Cash	Card	OBU
Category 1 - Vehicles of less than 3 metres	7.00	5.60	4.00
Category 2 - Vehicles equal to or longer than 3 m.			
From 6 AM to 9.59 PM	22.00	17.60	14.16
From 10 PM to 6 AM	7.00	5.60	4.00

Toll fee for trucks in Belgium in 2023 (new rate in Wallonia from January 1 and in Brussels and Flanders from July 1)

Type of vehicle Euros/km	Wallonia region			Flanders region			Brussels motorway			Brussels Urban Area		
	From 3.5 to 12 t	From 12 to 32 t	Over 32 t	From 3.5 to 12 t	From 12 to 32 t	Over 32 t	From 3.5 to 12 t	From 12 to 32 t	Over 32 t	From 3.5 to 12 t	From 12 to 32 t	Over 32 t
Euro 0	0.104	0.201	0.230	0.142	0.243	0.272	0.181	0.243	0.248	0.233	0.326	0.362
Euro I	0.104	0.201	0.230	0.142	0.243	0.272	0.181	0.243	0.248	0.233	0.326	0.362
Euro II	0.104	0.201	0.230	0.142	0.243	0.272	0.181	0.243	0.248	0.233	0.326	0.362
Euro III	0.104	0.201	0.230	0.118	0.218	0.248	0.156	0.218	0.223	0.202	0.295	0.331
Euro IV	0.078	0.175	0.204	0.079	0.180	0.209	0.118	0.180	0.185	0.163	0.256	0.292
Euro V	0.064	0.161	0.190	0.066	0.166	0.196	0.104	0.166	0.171	0.147	0.240	0.276
Euro VI	0.052	0.149	0.178	0.053	0.154	0.183	0.092	0.154	0.159	0.123	0.216	0.251

Bulgaria

Bulgarian toll system is denominated **BGTOLL**. It differentiates between light vehicles, with a temporary vignette system, and vehicles over 3.5 t, which are subject to a system by travelled distance. The cost of the applied toll to heavy vehicles is calculated in function of the distance, the GVW, the emissions category of the vehicle and the road category. From January 2023 a toll is applied in motorways, first category roads and second category roads. Here there's a [map](#) of the Bulgarian roads.

Payment methods:

- With an OBU like the **AS 24 PASSango Europe / Europilot toll badge**; Bulgaria can be optionally activated.
- With a **GPS device** from [an authorized supplier](#). The raw data generated by the GPS are used to calculate the price of the toll.
- **Prepay card**. The option available for vehicles without telepayment devices. A [previous register](#) has to be done. The starting and final points of the itinerary have to be specified, as well as four intermediate points, besides the identification data from the vehicle and its technical characteristics. The prepay cards can be acquired in [selling points](#) on the roads and on the [internet](#). The prepay card has a validity of 24 hours starting from the moment of its activation. The registered users can buy it with up to seven days in advance and the unregistered for the same day or with two days in advance tops.

More information. This [application](#) can calculate the toll in Bulgaria. It also shows a map with the route to follow. The starting point and the destination have to be introduced and the app allows to choose different options (fastest or shortest). It shows the time it'll take to do the whole route and the cost of the toll in the local currency: the lev (BGN), that divides in 100 stotinki.

The **state of the traffic** on the Bulgarian roads can be checked [here](#) and in this [link](#) there's information about **trucks parking**.

Toll price. From the 1st of July of 2023 new fees are applied. If the vehicle uses an alternative fuel as sole source of energy, it will pay only the 50% of the fee applied to EEV / Euro VI vehicles.

Vehicles from 3.5 to 12 t in lev (euros in parenthesis)

Emissions	Motorways	1st cat. roads	2nd cat. roads
Euro EEV / VI	0.10 BGN (0.051 €)	0.06 BGN (0.031 €)	0.04 BGN (0.020 €)
Euro V	0.11 BGN (0.056 €)	0.07 BGN (0.036 €)	0.05 BGN (0.026 €)
Euro III / IV	0.12 BGN (0.061 €)	0.07 BGN (0.036 €)	0.05 BGN (0.026 €)
Euro 0 / I / II	0.13 BGN (0.067 €)	0.09 BGN (0.046 €)	0.07 BGN (0.036 €)

Vehicles over 12 t with two or three axles

Emissions	Motorways	1st cat. roads	2nd cat. roads
Euro EEV / VI	0.26 BGN (0.133 €)	0.22 BGN (0.112 €)	0.19 BGN (0.097 €)
Euro V	0.27 BGN (0.138 €)	0.24 BGN (0.122 €)	0.21 BGN (0.107 €)
Euro III / IV	0.28 BGN (0.143 €)	0.24 BGN (0.122 €)	0.21 BGN (0.107 €)
Euro 0 / I / II	0.30 BGN (0.153 €)	0.25 BGN (0.127 €)	0.23 BGN (0.117 €)

Vehicles over 12 t with four or more axles

Emissions	Motorways	1st cat. roads	2nd cat. roads
Euro EEV / VI	0.35 BGN (0.178€)	0.32 BGN (0.163€)	0.29 BGN (0.148€)
Euro V	0.36 BGN (0.184€)	0.33 BGN (0.168€)	0.30 BGN (0.153€)
Euro III / IV	0.37 BGN (0.189€)	0.35 BGN (0.178€)	0.32 BGN (0.163€)
Euro 0 / I / II	0.43 BGN (0.219€)	0.39 BGN (0.199€)	0.37 BGN (0.189€)

Note: type of change applied: 1 euro / 1.956 leva.

Croatia

Motorways in Croatia have tolls. It is paid depending on the vehicle category: trucks are on category IV.

Payment systems. It is a system similar to the Spanish one, in which the vehicles that have an electronic device or an onboard unit can go through the toll without stopping and the rest have to stop at the toll points and pay in cash (they take euros) or with credit card. The payment with the **ETC** device, that facilitates the access to discounts, can be done in two different ways:

- **Prepayment**, depositing a minimum of 20€ in the count from which the payment of the tolls is going to be discounted, with a 21,74% discount, or
- **Post payment**, for trucks the discount with this method is a 30,43% over the toll cost, that, moreover, it is incremented a 3% if the vehicle is Euro IV, a 5% for Euro V and EEV and an extra 12% for Euro VI.

The selling points of the electronic devices, its recharge or to buy prepay tickets are in this [link](#).

[Hrvatske Autoceste](#) is the concessionaire that manages the most part of the Croatian toll motorways: it's a net of 1140,1 kilometres, composed by the following motorways:

- A-1 Zagreb - Split - Dubrovnik
- A-3 Bregana - Zagreb - Lipovac
- A-4 Zagreb - Gorican
- A-5 Beli Manastir - Osijek - Svilaj
- A-6 Bosiljevo - Rijeka
- A-7 Rupa - Rijeka - Žuta Lokva
- A-10 Nova Sela - Ploče
- A-11 Zagreb - Sisak
- D-102 bridge with the isle of Krk

Here there are the [tolls](#) of several of the above motorways.

Here there is an [interactive map](#) with a menu on the left to see the selling points of the ETC electronic device on the map or to directly calculate the toll cost by indicating the entry and exit points, as the toll is calculated from whole travels.

- **A-8 Istarski ipilon – A-9 Istarski ipilon.** [Bina-Istria](#) is the concessionaire that manages the Istria motorway, known as 'Y'. Here there is information about the different [points of interest](#) of the toll in Istria and here you can look up the [price of the toll](#).

In Istria the electronic device ETC is also available for the payment of the toll, but one has to be [registered](#).

Czech Republic

On the Czech roads a toll is collected via satellite to trucks over 3.5 t. It is used the specific [MYTO CZ](#) OBU. The toll includes charges for the use of infrastructure, acoustic and environmental pollution, traffic congestion and, in the case of trucks, it is also considered:

- The emission category of the vehicle, that is divided up to Euro IV, Euro V and EEV, Euro VI and Euro VI biomethane.
- The GVW: from 3.5 to 7 t; from 7 to 12 t; and over 12 t.
- The number of axles: two, three, four and five or more axles.
- For the time slot of use of the road: day (5 am to 21:59:59) and night (from 22:00 to 04:59:59 am).
- The road category: motorway or first level roads.

Register and payment. To pay the toll of the Czech roads the first step is to [register](#) and the one can choose between two payment methods considering the more or less occasional use of the Czech roads, although the toll payment for vehicles starting from 3.5 t has to be done with the OBU.

Payment methods. There are two payment methods:

- **Prepayment method.** If one circulates occasionally through the Czech Republic, [AS 24](#) recommends to opt for the [OBU MYTO CZ](#)

in prepayment mode, with a credit deposit using the [AS 24 Euro-traffic](#) card. The OBU has to be picked up from a MYTO CZ [selling point](#) in the Czech Republic. A deposit of 1,000 Czech koruna (about 42€) has to be done as a guarantee and the OBU will have to have a minimum deposit.

- **Post payment method.** When travelling frequently through the Czech Republic, the best option is to have an onboard OBU MYTO device and use the post payment method to simplify the operative. The solicitude has to be done to the [AS 24](#) teams and the OBU can be picked up from a MYTO CZ [selling point](#) in the Czech Republic. The transactions will be billed afterwards. The information on how to pay the toll in the Czech Republic can be increased with [AS 24](#).

More information. Here there's [a map in PDF format](#) with all the Czech toll roads, separated by category; here there's a different [map with an interactive version](#).

Here there are the [tables](#) with the toll's costs, by type of road and class of vehicle. In this link there is a [calculator](#) of the toll cost, with two options for the calculation: depending on the chosen route or distance in kilometres.



Denmark EUROVIGNETTE

In Denmark, along with The Netherlands, Luxemburg and Sweden the [Eurovignette](#) is applied (see specific section), a system that affects trucks starting from 12 t for the use of motorways and fast ways in these four countries. The Eurovignette can be acquired with the [AS 24 Eurotraffic](#) card.

The Danish motorways subject to the Eurovignette are:

- E-20 Esbjerg – Odense – København – Suecia
- E-39 Hirtshals – Aalborg
- E-45 Frederikshavn – Aalborg – Aarhus – Alemania
- E-47 Rødby – Helsingør
- E-55 Gedser – Køge

Other tolls. In Denmark, besides, there's a payment for the use of certain infrastructures, like the bridge The Great Belt/Storebaelt and the Oresund bridge, that are managed by the company [Brobizz](#). The payment in both infrastructures can be done with the [AS 24 PASSango Europe / Europilot toll badge](#).

If one chooses to register, the vehicle plate has to be indicated, as it is what the electronic system of the toll reads, and it is not necessary to carry a telepayment device. The register is free and comes with significant discounts on the prices of the tolls.

- **The Great Belt/Storebaelt Bridge.** It is 18 km long, it connects the continental Danish area with the Isle of Zealand, where the capital Copenhagen is located. It counts with a toll station on both sides. The [cost of the toll](#) for trucks depends on the length of the vehicle: the fee per travel in 2023 for trucks between 10 and 20 meters long is 960 Danish krone (about 129€), 912 krone (around 122€) with [register](#) and 835 krone (112€) through the Green discount, which is available for Euro VI or more trucks that validate an emissions certificate, this certificate costs 200 krone but it isn't necessary for trucks with plates from Denmark, Norway, Sweden, Finland, United Kingdom, Lithuania and The Netherlands.

- **The Øresund Bridge.** It's 15 kilometre long and connects Copenhagen with Malmö (Sweden). The standard price for a truck is 1256 Danish krone plus VAT (about 210€ including VAT); with register, which is done by company and without cost for trucks, in [ØresundBUSINESS](#) has a cost of 550 krone plus VAT (around 93 euros with VAT included). If the vehicles of one company surpass in one year 500 transits, they can access to a lower fee: 528 kroner plus VAT (90€ including VAT).

Estonia

Estonia applies **tolls** (temporary vignette) to trucks starting from 3.5 t in all public roads. The cost of the toll varies depending on the GVW of the vehicles, the number of axles and the emissions category. From 3.5 to 12 t there's only one category and, starting from 12 t, there are several categories established depending on the number of axles and level of emissions.

The time intervals are: one day, one week, one month, 90 days or one year.

The payment of the vignette can be done **online**, being necessary to previously register the vehicle, or in customer **service points** established for the payment of the tolls located on the border as well as in other points of the country.

Prices for the vignette in Estonia in 2023

Veh. / Euros	Axles	Day	Week	Month	Quarter	Year
From 3,5 to 12 t	All	9	25	50	125	500
Over 12 t						
Euro 0, I, II	Up to 3	12	45	90	225	900
	4 o more	12	65	130	325	1,300
Euro III	Up to 3	11	40	80	200	800
	4 o more	12	60	120	300	1,200
Euro IV, V	up to 3	10	35	70	175	700
	4 o more	12	55	110	275	1,100
Euro VI and over	Upton 3	10	30	60	150	600
	4 o more	12	50	100	250	1,000

DENMARK, LUXEMBURG, THE NETHERLANDS (HOLLAND) AND SWEDEN

Eurovignette

The **Eurovignette** is a joint toll system that allows to circulate through the highways and fast lanes of Denmark, Luxembourg, The Netherlands and Sweden for trucks starting from 12 t of GVW. The Eurovignette doesn't have to be bought in each country. The cost is determined by the vehicle emissions and the time of use. To acquire the Eurovignette there's no need in doing a previous registration, it is accessed from this [link](#), the data is logged in and the vignette is paid. The payment can be done with professional cards like the **AS 24 Eurotrafic**. There isn't any need to carry on board a proof of payment or electronic device. The system is managed by the **AGES** company with the information facilitated on the payment. All of the information needed to correctly manage the Eurovignette is [here](#).

Eurovignette fees in Denmark, Luxembourg, the Netherlands (Holland) and Sweden in 2023

Veh. Euros	Annual		Monthly		Weekly		Daily
	Up to 3 axles	4 axles or more	Up to 3 axles	4 axles or more	Up to 3 axles	4 axles or more	All
Euro 0	1,407	2,359	140	235	37	62	12
Euro I	1,223	2,042	122	204	32	54	12
Euro II	1,065	1,776	106	177	28	47	12
Euro III	926	1,543	92	154	24	41	12
Euro IV	842	1,404	84	140	22	37	12
Euro V	796	1,327	79	132	21	35	12
Euro VI or below	750	1,250	75	125	20	33	12

France

France has one of the vastest motorways nets in Europe. Here there's information on the French road system in this [web in English](#) or on this [web in French](#).

The cost of the toll depends on the vehicle category and on the travelled distance, with toll systems with barriers, where a ticket has to be picked up on the entry and it's paid on the exit; or another way is to use an electronic device, this way there's no need to stop. It's a similar system to the Spanish one. The cost of the toll can vary from some sections to others, as (as it happens in Spain) each section is managed by different concessionaires. There are **five vehicle categories**, three applicable to goods vehicles: Category 2 (two-axle vehicles with GVW below 3.5 t and a maximum height between 2 and 3 meters), Category 3 (two-axle truck, with more than 3 meters of height and over 3.5 t) and Category 4 (trucks with three or more axles).

Payment methods. The toll payment in France can be done on the cabins that are on the entries and exits of the motorways and pay with cash or credit card or equip the vehicle with an onboard electronic device, that facilitates the crossing and payment of the tolls as it is done automatically, like the **AS 24**

PASSango Europe / Europilot, PASSango France-Iberic o PASSango France devices or the **LIBER-T** solution for vehicles from the Categories 1 and 2. The use of these devices facilitates the access to discounts.

Additional information. Each motorway is managed by a different company, which implies that the kilometric cost can vary from one to the other. Here there is information on all of [the sections that have tolls](#) and here [an interactive map](#): if you click on a section, it directly links to the managing concessionaire's web and you can get the 2023 fees. In this link there's [a calculator of tolls](#) valid for all motorways, independently of the managing concessionaire; the origin and destination and the type of vehicle have to be indicated and the calculator tells you the price of the toll, the cost of the fuel depending on the type of vehicle and it also gives you a map with the itinerary, where you can choose the fastest, the shortest... considering always the restrictions imposed on heavy vehicles.

Some other webs that can be useful: here there is [traffic information](#) from the French roads on real time, here a [traffic prevision](#) for a determinate date and time, which can be useful

France continued



to plan the route; here there are the [service areas](#). In this other link there are the [secure parkings for trucks](#) in French territory. If you want to know something more specific from one of the toll roads, in this link there are all the [toll concessionaires](#) and the sections that they manage, including tunnels and bridges. You click on a section and it link directly to the concessionaire, with the cost of the toll and the rest of the information that you may need.

Other tolls. Besides, in France the use of certain tunnels and bridges have to be paid.

■ Fréjus Tunnel: only Euro V and Euro VI trucks are allowed

Veh. Euros	Price for a single journey		Outbound and return (max. 15 days)	
	From France	From Italy	From France	From Italy
Cat. 3	186.90	190.00	290.90	295.80
Cat. 4	375.60	381.90	590.00	599.80
Cat. Excepc. B*	521.40	530.10		
Cat. Excepc. C*	1,035.10	1,052.30		
Escolta ADR	151.30	153.80		

*Exceptional category B: vehicles with a width of between 2.81 and 3.5 m.
 Exceptional category C: vehicles with a width between 3.51 and 6 m or length of over 25 m.

■ Mont Blanc tunnel: only Euro V and Euro VI trucks are allowed

Veh. Euros	Price for a single journey		Outbound and return (max. 15 days)	
	From France	From Italy	From France	From Italy
Cat. 3	186.90	190.00	290.90	295.80
Cat. 4	375.60	381.90	590.00	599.80
Cat. Excepc. D*	390.60	396.90		
Cat. Excepc. E*	1.035.10	1.052.30		

* Exceptional category D: exceptional transports of type A that includes frigorific vehicles and a vehicle towing another vehicle.

Exceptional category E: special transports that take up the whole width of the road.

Here you can calculate the price of your [toll](#) indicating firstly the type of vehicle that you have and then the itinerary.

The toll on the Fréjus and Mont Blanc tunnels can be paid with cash, with cards like the **AS 24 Eurotrafic** or with the specific car Fréjus-Mont Blanc, that can be used on both tunnels, and that **AS 24** offers through its partnership with Con.tir (EasyTrip). They cannot be paid with any electronic device. The subscriptions allow the highest discounts.

■ Millau Viaduct, Normandy and Tancarville Bridges

Cat. veh./Euros	Millau V.	Normandy B.	Tancarville B.
Cat. 3	33.80	7.30	4.10
Cat. 4	42.90	14.40	7.00

On the Millau Viaduct and on the Normandy Bridge the electronic devices **AS 24 PASSango Europe / Europilot**, **PASSango France-Iberic** or **PASSango France** are accepted.

■ With the card **AS 24 Eurotrafic** the toll on the [Pont de L'île de Ré](#) can also be paid, between the city of La Rochelle and the Isle of Ré, and the access to the International Market of Rungis, near Paris.

Germany

In Germany the trucks with at least 7,5 tons are obliged to the payment of a toll per kilometres travelled. The management and collection of the tolls is done through [Toll Collect](#), which count with a register, payment and use system that is relatively easy.

To establish the cost of the fee it is also considered the TPMLM (Technically Permissible Maximum Laden Mass) of the vehicle, the number of axles in the vehicles over 18 tons and their EURO emission category. In 2023, besides, the atmospheric and acoustic pollution external costs have also been considered and from the 1st of December of 2023 is included the CO2 emissions cost. The register of the vehicles to determine their class according to their CO2 emissions is mandatory, if not, the system assigns CO2 class 1, the highest.

Six vehicle categories are established: A Euro 6; B EEV and Euro 5; C Euro 4; D Euro 3; E Euro 2; F Euro 1 and Euro 0. Category G is planned for Euro 7. In addition, four categories of vehicles are established for CO2 emissions, from 1 to 4, with 1 corresponding to the vehicles with the highest CO2 emissions. Here you have the [Guide](#) to correctly classify the vehicle according to CO2 emissions.



The vehicles that use compressed natural gas (CNG) and liquefied natural gas (LNG) are exempt of toll until the 31st of December of 2023; [the exemption must be solicited](#).

Another novelty is that a new category is added in vehicles with more than 18 tons of TPMLM which corresponds to vehicles with five or more axles. Finally, regarding the vehicle categories, it is simplified and the previous

categories Euro 2 + PMK2 become Euro 2 and the same with Euro 3 + PMK2, which becomes Euro 3.

Road subject to the payment of a toll. The Federal Logistics and Mobility Office (BALM) publish on the internet [the official net of sections](#) subject to payment of toll. The obligation to pay is applied to every motorway and national roads, including urban areas, excluding the following sections:

■ **A-5.** From the border between Germany and Switzerland and the frontier between Germany and France to the point of access of Mulheim/Neuenburg in both directions of traffic.

■ **A-6.** From the frontier between Germany and France until the point of access of Saarbrücken-Fechingen in both directions.

Germany

continued

Toll fee for trucks in Germany in 2023 until November 30, 2023

Vehicle Euros/km	From 7.5 to 11.99 t	From 7.5 to 11.99 t	Over 18 t	
			Up to 3 axles	4 axles or more
Euro VI	0,098	0,140	0,181	0,190
Euro V / EEV	0,126	0,177	0,221	0,229
Euro IV / Euro III+PMK 2*	0,142	0,188	0,239	0,254
Euro III / Euro II+PMK 1*	0,171	0,226	0,293	0,316
Euro II	0,196	0,246	0,323	0,349
Euro I / Euro 0	0,197	0,248	0,328	0,354

* PMK2 and PMK1 are retroactive modification standards for the exhaust gas treatment system, intended to reduce emissions of particulate matter.

Toll fee for trucks in Germany in 2023 from December 1, 2023

Vehicle Euros/km	From 7.5 to 11.99 t	From 7.5 to 11.99 t	Over 18 t		
			Up to 3 axles	4 axles	5 axles or more
Class 1 CO₂					
Euro VI	0,178	0,240	0,305	0,324	0,348
Euro V / EEV	0,206	0,277	0,355	0,363	0,389
Euro IV	0,222	0,288	0,373	0,388	0,414
Euro III	0,251	0,330	0,431	0,454	0,478
Euro II	0,276	0,350	0,461	0,487	0,511
Euro I / Euro 0	0,277	0,352	0,486	0,512	0,516
Class 2 CO₂					
Euro VI	0,174	0,236	0,299	0,318	0,340
Euro V / EEV	0,202	0,273	0,339	0,357	0,379
Euro IV	0,218	0,284	0,357	0,382	0,404
Euro III	0,247	0,322	0,411	0,444	0,466
Euro II	0,272	0,342	0,441	0,477	0,496
Euro I / Euro 0	0,273	0,344	0,446	0,482	0,504
Class 3 CO₂					
Euro VI	0,170	0,230	0,292	0,310	0,332
Euro V / EEV	0,198	0,267	0,332	0,349	0,371
Euro IV	0,214	0,278	0,350	0,374	0,396
Euro III	0,243	0,316	0,404	0,436	0,458
Euro II	0,268	0,336	0,434	0,469	0,491
Euro I / Euro 0	0,269	0,338	0,439	0,474	0,496
Class 4 CO₂					
Euro VI	0,138	0,190	0,244	0,258	0,269
Euro V / EEV	0,166	0,227	0,284	0,297	0,308
Euro IV	0,182	0,238	0,302	0,322	0,333
Euro III	0,211	0,276	0,356	0,384	0,395
Euro II	0,236	0,296	0,386	0,417	0,428
Euro I / Euro 0	0,237	0,298	0,391	0,422	0,433

IMPORTANT NOTE. Germany is going to proceed to make significant changes in its toll system:

- From the 1st of January of 2024 the natural gas trucks will start to also pay the toll.
- From the 1st of July of 2024 all the vehicles starting from 3.5 t TPMLM will be obliged to pay the toll.
- Regarding zero emissions vehicles, those over 4,25 t will be exempt of paying the toll up to the 31st of December of 2025; starting from the 1st of January of 2026 they will have to pay the 25% of the toll



for the part corresponding to the cost of infrastructure and air and acoustic pollution, but not CO₂ emissions. Vehicles up to 4.25 Tn GVW will continue to be exempt indefinitely.

Payment methods. The toll system is a dual system that basically offers two options for register: the automatic register of the routes via the vehicle's equipment (OBU) and the manual register of routes via the app or the internet.

■ **Automatic payment with the on-board device (OBU).** The first this is to [inscribe](#) the company and, after that, the vehicles. After the inscription of the vehicle or vehicles, the installation of the OBU from Toll Collect at a [technical assistance centre](#) can be requested, which facilitates the automatic charge of the toll; the device is supplied without charge. When registering on [Toll2Go](#) the Toll Collect OBU can also be used to pay the tolls in Switzerland. The professional card **AS 24 Eurotrafic** allows the use of this OBU. On the other hand, Germany is one of the countries that can be optionally activated on the **AS 24 PASSango Europe / Europilot toll badge**. Carrying an OBU installed on the vehicle is the alternative used by most of the drivers, as 99% of the collection of tolls in Germany is generated by the automatic register with the vehicle device (OBU) method.

■ **Manual register payment.** As an alternative to the installation of the OBU app, Toll Collect offers the possibility of manually registering each travel through the [Toll Collect app](#) or on the [internet](#) (in 2022 the tolls payment terminals where withdrawn). This procedure is similar to the buy of a travel ticket. The driver introduces all of the relevant data about the vehicle and selects the start date and point and destination for their travel. In any way, before starting the travel, it has to be registered.

The register can be done up to 24 hours in advance. The date and time of the start of the journey can be chosen and, therefore, the start of the validity period on the register receipt.

The system automatically calculates the maximum time when the travel should have been finished. This time interval includes a margin for short stops, traffic jams and other possible interruptions.

To simplify the register, the registered clients can log in with their access data into the customer portal. This way, they can access their payment methods and the logged vehicles. The possibility to log the registered routes is also there.

The unregistered clients can create a registered account and log there the routes, the vehicles and up to three payment methods. The logged routes can be cancelled online or through the app.

If the carrier is [registered](#) beforehand as a client, the payment collection can be done through a deposit account (with previous transfers), through a Toll Collect direct debit order, with credit cards or professional cards like **AS 24 Eurotrafic**. If the carrier is not registered, the payment can be done with the prepaid system Paysafecard, with credit cards of professional cards like **AS 24 Eurotrafic**.

Hungary

In Hungary the trucks over 3.5 t are subject to the **HU-GO** toll in two types of roads: high-speed roads and main roads. The cost of the toll depends on the road's category (fast lane or main road), the emissions level and the category of the vehicle (J2 for vans and two-axle trucks, J3 for three-axle trucks and J4 for trucks with four or more axles).

Amount of toll for trucks in 2023 in Hungary

Veh. Euros/km	J2		J3		J4	
	High speed	Main roads	High speed	Main roads	High speed	Main roads
Euro VI, V	0.16	0.07	0.23	0.12	0.36	0.22
Euro IV, III, II	0.19	0.08	0.27	0.14	0.42	0.26
Euro I	0.22	0.09	0.31	0.16	0.50	0.31

Note: Approximate rates in euros, the result of converting the amount into the Hungarian currency, the Hungarian Forint (HUF), with an exchange rate of: 375.06 Forint / 1 euro.

Inscription. The code of the country from the vehicle's plate has to be included in the [register](#), which is mandatory before using the toll's net. The ticket/toll has to be paid before using the net of

roads that have toll in Hungary; it is only valid for a single use, one specific route and one direction.

Payment methods. For regular travels, it is recommended to use the on-board unit HU-GO to pay the tolls. One has to be registered on the [HU-GO web](#), with the vehicles' information. The acquisition of the device and the recharges can be done with professional cards like **AS 24 Eurotrafic**. In the future, it will be possible to activate the automatic toll payment in Hungary with **AS 24 PASSango Europe / Europilot toll badge**.

For sporadic travels, it is a good option to buy a transit ticket, either on [physical selling points](#) or on [internet](#) that is valid for a specific travel. When buying the ticket, the route has to be specified, the starting and end points, and the data from the vehicle have to be facilitated too. The tickets can be bought with professional cards like **AS 24 Eurotrafic**.

Additional information. Here there's a [calculator](#) to obtain an estimation of the toll's cost, here there's a [map](#) with the toll Hungarian roads and in this link there is an [explanatory leaflet](#) in English with all the information about the toll system, including the possible sanctions for not paying.

Ireland

In the Republic of Ireland, the trucks starting from 3.5 t (divided in categories depending on weight and number of axles) have to pay a toll in twelve sections or toll infrastructures (eleven sections from roads plus the East Link Toll Bridge in Dublin). The motorways are denominated M and the national roads N. The distance is in miles and the prices of the tolls in euros. In this [web](#) one can obtain information about the roads, traffic, incidents, service stations, etc.

Payment methods: the payment can be done in the toll cabins (barrier system), with cash or card, or with a 'Tag' or electronic device, [eTOLL](#). The electronic tag 'Tag' can be obtained [here](#) and it comes with a series of benefits, among the ones some discounts are included. The 'Tag' is the most convenient option if the travels through Ireland are frequent. The M-50 (Dublin's beltway), on the other hand, admits different payment methods: registered drivers with an electronic device, via an Apple or Android app or via [internet](#) before the 8 am of the day following the trip. Besides, there's the bridge over the M-50, the East Link Bridge, in which the [eFlow](#) system forces to make a [prepayment](#), as it doesn't have barriers.

For **low emissions heavy vehicles**, including **natural gas (CNG or LNG)**, there are discounts between the 25% and the 50% that can be consulted [here](#).

Additional information. Here there's a [map](#) with the toll roads and infrastructures in Ireland and here there's access to each [toll road and infrastructure](#), with a detailed map of the section, entry and exit of the toll and the fees for 2023, information which is detailed below:



■ **M-1 Gormanston to Monasterboice;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and for the four or more axles it's 6.80€.

■ **M-3 Clonee to Kells;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 3.20€; and for the 4 or more axles it's 4.00€.

■ **M-3 Clonee and Dunshaughlin** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 3.20€; and for the 4 or more axles it's 4.00€.

■ **M-4 Kilcock-Enfield-Kirnegad;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 6.50€; and for the 4 or more axles it's 7.90€.

■ **N-6 Galway-Ballinasloe;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and 6.80€ for the 4 or more axles.

■ **M7/M8 Portlaoise-Castletown/Cullahill;** the [map](#) is here. Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and for the 4 or more axles it's 6.80€.

■ **N-8 Rathcormac-Fermoy Bypass;** and the [map](#) is here. Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and for the 4 or more axles it's 6.30€.

■ **N-18 Limerick Tunnel;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and for the 4 or more axles it's 6.80€

■ **N-25 Waterford City Bypass;** here is the [map](#). Trucks over 3,5 t of GVW and 2 or 3 axles: 5.40€; and 6.80€ for the 4 or more axles.

■ **Dublin Port Tunnel.** Goods vehicle over 3,5 t of GVW don't have to pay the toll.

■ **M-50.** Dublin's beltway with which other motorways and roads connect. For trucks between 2 and 10 t it has a price of 4.80€ with the electronic device, of 5.30€ without the device

Ireland

continued

but with register, and of 5.90€ without the previous register. In that case, the prepayment or post payment has to be done [here](#). For the trucks over 10 t the cost is 5.90€ for those with the electronic device, 6.50€ without the device but with previous register and 7.10€ without the register, in that case the

[payment](#) has to be done before or after using the M-50.
 ■ **East Link Toll Bridge.** Located on the dock area from Dublin. It has a cost of 3.90€ for two-axle trucks over 2 t of GVW; of 4.80€ for three-axle trucks over 2 t and of 5.80€ for trucks over 2t and with 4 or more axles.

Italy

The Italian toll motorways are managed by different concessionaires, which means that there's not a single price, but, all in of them the electronic device for automatic payment Telepass that **AS 24** offers through its partnership with Con.tir (EasyTrip) can be used. Shortly, Italy will be integrated on the **PASSango Europe / Europilot de AS 24** devices. For occasional trips, one can resort to the prepay card Viacard.

In Italy the vehicles are divided in five categories, that for goods vehicles are: category III for vehicles with three axles; IV, for four axles; and V, with five or more axles.

Most of the motorways are managed by [Autostrade per l'Italia](#). In this [link](#) there's general information for the goods transport through the toll motorways that are managed by this concessionaire and this [map](#) information about traffic incidents, truck's restrictions, parking, lay by areas... can be selected. It also provides information about [traffic bans](#) and the [prohibition to overtake if there's snow](#). On this link there is a [calculator](#) for the cost of the toll: introducing origin and destination and the vehicle's category, the system facilitates the price, the route to follow, the kilometres, the entry and exit porches and a map with the detailed route and the average travel time.

Another concessionaire is [Milano Serravalle - Milano Tangenziali](#), which manages on the surroundings of Milan and Pavia (Lombardy) the [motorways](#):

- **A-7** Milano Serravalle.
- **A-50** Autostrada Tangenziale Ovest di Milano.
- **A-51** Autostrada Tangenziale Est di Milano.
- **A-52** Autostrada Tangenziale Nord di Milano.
- **A-53** Raccordo Bereguardo-Pavia
- **A-54** Tangenziale di Pavia

Here there's a [calculator](#) for the tolls managed by this concessionaire.

Another company that manages the tolls, in this case between Milan and Brescia, is [Società di Progetto Brebemi](#). The following things can be consulted: a [map](#) of the motorway, [information](#) about the vehicles categories and the toll and a [calculator](#) of the cost of toll indicating entry and exit.

Other motorways, with links to their managing concessionaires:

- [Autovie del Véneto](#).
- [Autostrada Brescia-Padova](#).
- [Autostrada del Brennero](#).
- [Consorzio per le autostrade siciliane](#).
- [CAV - Concessioni Autostradali Venete](#).
- [Autostrada Pedemontana Lombarda](#).
- [Superstrada Pedemontana Veneta](#).



Besides, in Italy the use of certain tunnels and bridges has to be paid:

- **Fréjus Tunnel and y Mont Blanc/Monte Bianco Tunnel.** (see the corresponding information in France's section).
- **Grand-Saint-Bernard Tunnel** (between Italy and Switzerland).

Category*	1 trip	Round trip*	10 travels*	20 travels*
Cat. B2/B3	84,50 €	136,50 €	630 €	1.090 €
	84,50 CHF	136,50 CHF	630 CHF	1.090 CHF
Cat. 3A/3B	123 €	195 €	920 €	1.550 €
	123 CHF	195 CHF	920 CHF	1.550 CHF
Cat. 4	186,50 €	295 €	1.400 €	2.240 €
	186,50 CHF	295 CHF	1.400 CHF	2.240 CHF

*Notes: - Category B2/B3: two-axle trucks and more than 3 meters of height.
 - Category 3A/3B: three-axle trucks and more than 3 m of height.
 - Category 4: trucks with four or more axles and more than 3 m of height.
 - Round trip: with a 30-day window to do the return journey.
 - 10/20 travels: two years period to complete all of the travels.

■ **Munt La Schera.** Trucks can only get one-way tickets and are separated in two categories: up to 18 t: 38€, and over 18 t: 44€. To know in detail the 2023 fees and the possible discounts, click [here](#).

Note: Due to construction works on the installations, the tunnel is closed at some times. It is going to stay closed between the 1st of September and the 23rd of November of 2023. To consult the closing or/and opening hours of the tunnel, check this [link](#).

Latvia

In Latvia the vehicles starting from 3.5 t pay a time dependent vignette: day, week, month and year; and depending on the weight, the number of axles and the emissions level of the vehicle. It can be acquired online and in service stations and border points (see map).

Vignette rates in Latvia in 2023

Veh. cat. / Euros	Axles	Day	Week	Month	Year
From 3.5 to 12 t					
Euro 0, I, II	Todos	9	22	44	535
Euro III	Todos	8	20	40	484
Euro IV or above	Todos	8	20	40	400
Over 12 t					
Euro 0, I, II	Hasta 3	12	30	61	611
	4 o más	12	51	101	1.018
Euro III	Hasta 3	9	24	48	484
	4 o más	11	40	80	804
Euro IV or above	Hasta 3	8	21	43	427
	4 o más	11	36	71	711

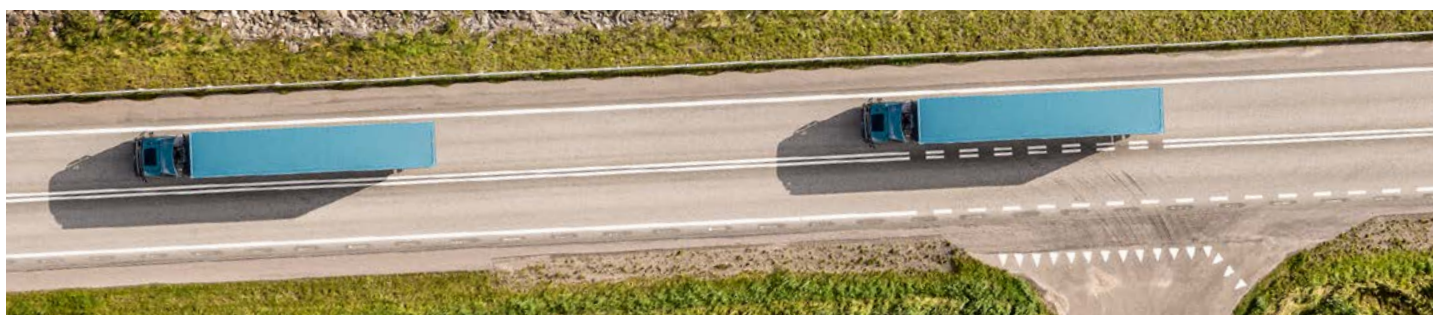
Lithuania

In Lithuania a toll is mandatory for all vehicles on sections of the main roads. The payment is done via a temporally electronic vignette (daily, weekly, monthly or annually) that has to be bought before entering the roads. The cost varies depending on the weight and emissions level of the vehicle.

Vignette rates in Lithuania in 2023

Veh. cat. Euros	Cat. Euro	Day	Week	Month	Year
N1 up to 3.5 t	All	6	14	28	304
N2 +3,5 to 12 t	Euro 0, I, II, III	11	37	75	753
	Euro IV o superior		26	52	550
N3 +12 t	Euro 0, I, II, III	11	52	107	1.071
	Euro IV o superior		37	75	753
Special veh. *	All	6	14	28	304

*Vehicles designed for special purposes through the use of special equipment.



Luxembourg EUROVIGNETTE

In Luxemburg, as in Denmark, Holland and Sweden, the Eurovignette is applied (see specific section), mandatory so that trucks starting from 12 t can circulate through the 150 km that complete the six motorways of this small country. The payment can be done with professional cards like the **AS 24 Eurotrafic**.

On the contrary as the other countries that use the Eurovignette, in Luxemburg there isn't any infrastructure specific that requires an extra toll payment.

In this link there is information about the roads, traffic conditions, meteorology, etc.

The Netherlands (Holland) EUROVIGNETTE

In The Netherlands (Hollans), as in Denmark, Luxemburg and Sweden, the Eurovignette is applied (see specific section). It is manda-

tory for trucks starting from 12 t GVW. The payment can be done with professional cards like **AS 24 Eurotrafic**.

But in The Netherlands there are several infrastructures that have their own tolls:

- **The Westerschelde Tunnel**, 6.6 km long, connects the Zuid-Beveland Peninsula with Zeeuws-Vlaanderen and it has a toll of 18.20 euros for trucks below the 12 m (or 11€ with the t-tag) and of 25 euros (or 15 euros with the t-tag) for trucks over 12 m. It is paid at the toll booths, where professional card like **AS 24 Eurotrafic** are accepted, or any credit or debit card, as well smartphones and smartwatches.

- **Kil Tunnel**, with a cost of 5 euros if paid in cash or 3.80 euros if paid by Telecard system.



Poland



In Poland the [viaTOLL](#) system works for vehicles over 3.5 t that have to be equipped with an onboard unit. The calculus of the toll depends on the travelled kilometres, the category of the road, the GVW and the emissions category of the vehicle. There is a mandatory registration, it can be done [online](#), with a professional cards for carriers provider like [AS 24 Eurotraffic](#) or in [customer service points](#). The payment can also be done through the free e-TOLL PL app, available in Google Play and in the App Store, together with a positioning system installed on the vehicle or with an onboard unit like [AS 24 PASSango Europe / Europilot](#).

[AS 24](#) offers the different solutions to pay the toll in Poland. More info in this [link](#).

Here there's a [map](#) with the roads and the toll sections in Poland and in this link a [calculator](#) of the toll cost where the selected roads are shown in a map.



In the following tables are the [amount per kilometre](#):

Toll fee for trucks in Poland in 2023

Motorways (category A) and high-speed roads (category S)

Veh.	Less than EURO II	EURO III	EURO V	From EURO VI
From 3.5 to 12 t	0.48 PLN 0.11 €	0.42 PLN 0.094 €	0.34 PLN 0.076 €	0.24 PLN 0.054 €
From 12 t	0.64 PLN 0.14 €	0.55 PLN 0.12 €	0.45 PLN 0.10 €	0.33 PLN 0.074 €

Main roads (categories GP and G)

Veh.	Less than EURO II	EURO III	EURO V	From EURO VI
From 3.5 to 12 t	0.39 PLN 0.088 €	0.34 PLN 0.076 €	0.27 PLN 0.061 €	0.20 PLN 0.045 €
From 12 t	0.50 PLN 0.11 €	0.45 PLN 0.10 €	0.36 PLN 0.081 €	0.25 PLN 0.056 €

Note: Applied change: 1 euro / 4.46 zloty.


In addition, in Poland there are three private motorways with a different toll system. They have toll stations at the entry, the exit and intermediate connections. These are those motorways:

- **A-1 Rusocin-Nowa Wies.** Here there are the [categories of vehicles and the rates](#) that correspond to each one and a [calculator](#) of the amount of the toll.
- **A-2 Swiecko-Konin.** [AS 24 Eurotraffic](#) is accepted. The information about the fees and a toll calculator can be found in this [link](#).
- **A-4 Katowice-Krakow.** The information about the fees and a toll calculator can be found in this [link](#).

Portugal

In Portugal, the [toll system](#) is applied to all vehicles, divided in five categories: Category 1 (vehicle with a front axle height below 1.1 m), Category 2 (two-axle vehicles with a front axle height below 1.1 m - trucks -), Category 3 (three-axle vehicles), Category 4 (vehicles with four or more axles) and Category 5 (motorcycles). There are two types of toll lanes, depending on the passage control system:

■ **Traditional system with toll barriers.** Roads with manual payment. When entering the motorway a ticket is retrieved that will be paid at the exit for the value of the journey, where cash, credit cards and professional cards like [AS 24 Eurotraffic](#) are accepted (only in motorways from the BRISA concessionaire). In these there are also reserved lanes, called Via Verde, where only vehicles with an electronic toll collection system or vehicles with a interoperable device compatible with this system, like the [AS 24 PASSango Europe / Europilot](#) or [PASSango France-Iberic](#) can circulate.

■ **Exclusively electronic toll system.** Managed by different concessionaires, on the sections there are porches that detect the vehicle when it passes through, there is no physical toll barrier and no need to stop. Next to each porch there is a sign that indicates the effective toll fees. All of the travels done with this system are correctly identified with a sign  of electronic toll. Here there's a [map](#) to consult the Portuguese motorways with this system, with the location of the porches and the fee applied when crossing each one of them. In these roads, the vehicle with foreign plates can choose from different payment systems:

a) Electronic toll collection system: like the devices [AS 24 PASSango Europe / Europilot](#) or [PASSango France-Iberic](#). With this system, registering in [Via Verde](#), there are discounts on the tolls from this concessionaire. For occasional trips, a [Via Verde device](#) can be rented (valid too for motorways with toll barriers) or a prepayment device from [CTT](#) (valid only for porch electronic tolls).

Portugal

continued

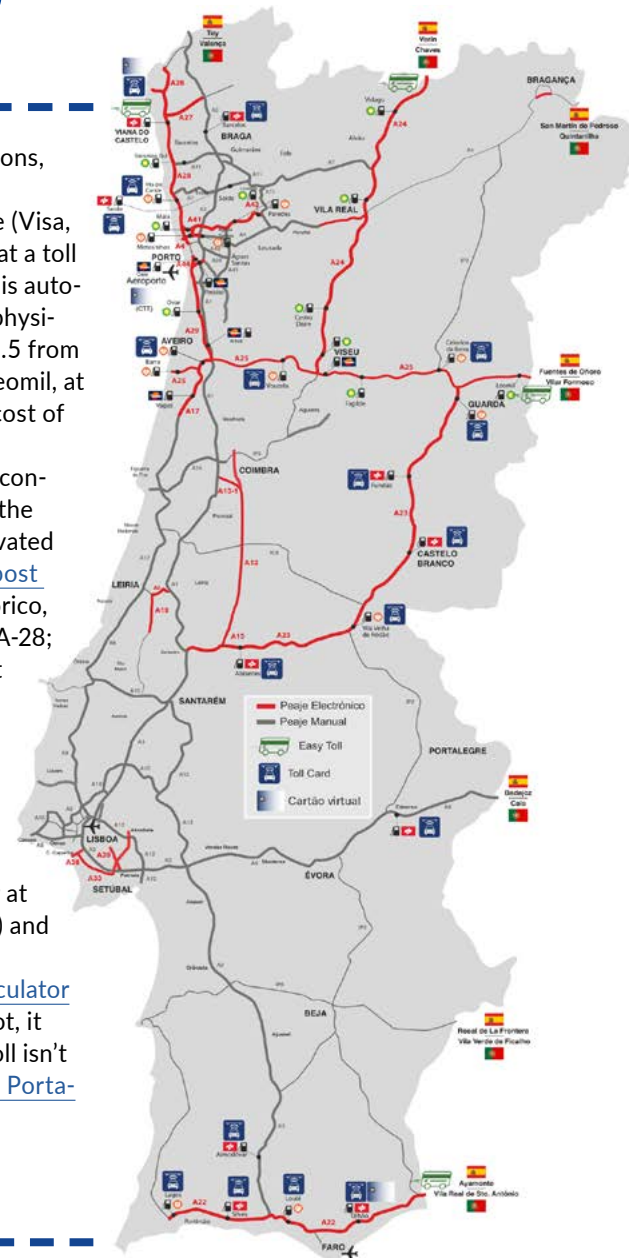
b) Without electronic toll collection system: they're the less practical solutions, valid only for the electronic porch tolls. There are [three options](#):

1. EasyToll: it's a system that associated the credit card to the vehicle's plate (Visa, Mastercard and Maestro are accepted). The driver must make the payment at a toll collection terminal (see the attached map). It has a validity of 30 days and it is automatically charged on the activated credit card. It can be acquired [online](#) or physically: at the A-28, in the EE.SS. of Viana do Castelo, at the A-24 (kilometre 3.5 from the Chaves/Verin border), at the A-25, at the service station from Alto de Leomil, at the A-22 next to the border Castro Marim/Avamonte. It has a subscription cost of 0.74€ and administrative costs of 0.32€ per travel.

2. TollCard: it a preloaded card in which the balance is valid for a year, with consumption depending on the use. From 5 to 40 euros can be charged. When the balance runs out, a warning SMS is sent. The card is bought and can be activated sending a SMS with the vehicle's plate. It can be bought [online](#), at the [CTT post offices](#) or on the following lay by areas: all from the A-22 and the A-23; Celorico, Vouzela and Aveiro at the A-25; Viana do Castelo and Vila do Conde at the A-28; Almodôvar at the A-2; Estremoz at the A-6; Barcelos at the A-3 and Seide at the A-7. Each card has a subscription cost of 0.74€ and administrative costs of 0.32€ per travel.

3. Cartão virtual (Vitual Card): preloaded card for two types of travels: unlimited travels for three days through all of the toll roads with electronic tolls (only for vehicles belonging to the classes 1, 2 and 5); or only for single or round trips Spain - Aeropuerto de Porto through the A-28 or the A-41 and Spain -Aeropuerto de Faro through the A-22. It can be bought [online](#) or at the service stations from CEPSA in Viana do Castelo (A-28); Abrantes (A-23) and Olhao (A-22), at the Aeropuerto de Porto and at the [CTT post offices](#).

Additional information. At the web [Portugal's Infrastructures](#) there is a [calculator](#) for tolls, that includes all the Portuguese roads, whether they have toll or not, it gives the best options for a route when introducing start and finish. If the toll isn't paid during the travel through Portugal, it can be done at the [Pagamento de Portagens](#) web, without surcharges.



Romania

All vehicles that circulate through Romania have to pay a toll on national roads, highways and motorways. [CNAIR](#) is the company in charge of the toll roads in Romania. The vehicles have to acquire [a vignette \(Rovinieta\)](#) before accessing the Romanian toll roads. It can be acquired on the Customer Space from [AS 24](#) with the card [AS 24 Eurotrafic](#). Until there is a confirmation of purchase, one cannot access the Romanian

Rovinieta rates in Romania in 2023

Vehicles	1 day	7 days	30 days	90 days	1 year
B up to 3.5 t	0 €	6 €	16 €	36 €	96 €
C from 3.5 to 7.5 t	4 €	16 €	32 €	92 €	320 €
D from 7.5 to 12 t	7 €	28 €	56 €	160 €	560 €
E + 12 t up to 3 axles	9 €	36 €	72 €	206 €	720 €
F + 12 t and 4 or more axles	11 €	55 €	121 €	345 €	1,210 €

Note: the fees are establish in euros, which means that the variation of the change between the leu and the euro doesn't affect the fee.

roads. It can be physically bought in these [selling points](#). The type of vehicle, the plate and the country of registration have to be detailed and the time of use chosen.

On the vehicle there's no need to carry any physical device, the control is done through cameras that check the vehicles or agents that do it 'in situ'.

Other tolls. Besides the toll roads, there's a specific toll on the bridges across the Danube river:

- On the border between Romania and Bulgari. Between [Giurgiu-Ruse](#) and between [Calafat y Vidin](#), in this last one, with a cost of 6€ for class B vehicles, 12€ for class C, 18€ for class D, 25€ for class E and 37€ for class F.

- [Festeti Bridge](#) connects Festeti and Cernavoda, on the A-2 [Bucarest-Constanza](#).

- and the bridge between [Giurgeni-Vadu Oii](#), on the 2A [Urziceni-Ovidiu/Constanza](#).

Additional information. Here is a [map](#) of the main Romanian roads.

Slovakia

The toll system used in Slovakia is called [MYTO](#) and is mandatory for vehicles starting from 3.5 t GVW.

The [cost of the toll](#) is calculated considering the vehicle's category (with two categories of over 3.5 t and up to 12 t and over 12 t, the emissions level and the number of axles), and by kilometres and type of road.

The roads are divided in four categories: motorways and fast lanes, first level roads parallel to a motorway and first level roads that don't go parallel to a motorway.

In this link there's a [map](#) with the roads (sections) with toll and the access border points.

Payment methods. The payment has to be done exclusively electronically. It is mandatory to register first [here](#) and to carry an [onboard unit for electronic payment \(OBU\)](#). There are two payment methods:

- **Prepayment method**, only available when the travels through Slovakia are done occasionally, associating the device to a professional card like the [AS 24 Eurotrafic](#). The device can be picked up in any of its [distributing and selling points](#). It is delivered on the act and it's recharged with the card.

- **Post payment method**, for frequent travels. It's done by associating the payment to professional card like the [AS 24 Eurotrafic](#). In this case, [AS 24](#) includes in the invoice the charges done by the MYTO device for this toll.

Depending on the route this [calculator](#) can make a previous calculation or, if you know it, depending on the [distance](#).

Toll fee: Dual carriageways, high-speed roads and first level roads parallel to dual carriageways and high-speed roads

Veh. / Euros/km		Euro 0 – II	Euro III, IV	Euro V, VI, EEV
3,5 to 12 t		0.108	0.098	0.085
Over 12 t	2 axles	0.231	0.209	0.181
	3 axles	0.244	0.220	0.190
	4 axles	0.253	0.228	0.198
	5 axles	0.244	0.220	0.190

First level roads not parallel to dual-carriageways and high-speed roads

Categoría veh. / Euros/km		Euro 0 – II	Euro III, IV	Euro V, VI, EEV
3,5 to 12 t		0.085	0.076	0.066
Over 12 t	2 axles	0.181	0.164	0.140
	3 axles	0.190	0.172	0.147
	4 axles	0.195	0.176	0.150
	5 axles	0.190	0.172	0.147

Discounts on toll fees based on kilometres travelled

Annual kilometres	Vehicles up to 12 t	Vehicles over 12 t
Over 5,000 km	3%	-
Over 10,000 km	5%	3%
Over 20,000 km	7%	5%
Over 30,000 km	9%	7%
Over 50,000 km	11%	9%

Slovenia

[DarsGo](#) is the Slovenian toll system for vehicles starting from 3.5 t, according to their Euro emissions and the number of axles. There are three categories: R2 (vehicles with two axles and over 3.5 t), R3 (vehicles with three axles and over 3.5 t) and R4 (vehicles with more than 3 axles and over 3.5 t).

The toll sections are divided in sections (128 sections that add up to 625 km), in each one there are porticos for the reading of the electronic device and the charge of the toll, as each section bills separately.

It's mandatory to carry on board an electronic DarsGo Unit device, this device registers the kilometres done by the vehicle through the toll sections.

Inscription. The previous register, done through the [DarsGo](#) web, is mandatory. The device can be picked up at the customers centres '[DarsGo servis](#)' scattered through the motorways and on the borders. A deposit of 10 euros has to be done, it can be paid with professional cards like the [AS 24 Eurotrafic](#).

Payment methods.

- **Prepayment method**, with recharges using professional cards like the [AS 24 Eurotrafic](#). Picking up the OBU and the recharge are done on the distributing and recharging points.

- **Post payment method**, recommended when the travels through Slovenian toll roads are frequent, with invoicing through

professional cards like the [AS 24 Eurotrafic](#), without the need to do recharges.

Here there are some [tables](#) with the tolls in Slovenia in 2023. When a vehicle takes a toll motorway directly from another country, it can use the motorway without the DarsGo unit until the first customer service centre '[DarsGo servis](#)', where the driver has to stop and pick up the unit and pay for the distance already travelled.

Likewise, the count can be closed and the DarsGo unit returned before leaving the country. In this case, the user has to indicate the exit point (of the country or the motorway) at the customer service centre '[DarsGo servis](#)' and pay for the rest of the travel in advance.

In this link there is an [interactive map](#) of the Slovenian tolls section net and a [calculator](#) that, after indicating from which country the truck enters, the origin and destination of the transport in Slovenia, the number of axles of the vehicle and the level of emissions, calculates the exact cost of the toll.

Other tolls. Besides the principal lanes that go through Slovenia, a toll in the [Karavanke Tunnel](#), that connects Slovenia with Austria, has to be also paid. It has a price of 9.38€ (plus VAT) for trucks with four or more axles when they pay in Slovenia, mandatorily with the [DarsGo](#) device.

Spain

If last year we told you in these same pages that there was an ongoing debate in Spain to impose tolls on the Spanish road network, this year there are no news, the rumours don't stop and, even, there's talk that in 2024 this system is going to be established, which implies that it should be already designed. All of this at the same time as the motorways with concessions that are finishing are being freed, which means that they are free from tolls. The toll motorways in Spain are managed by different concessionaires, with different fees. In some of them, in recent times the Ministry of Transport has established a series of discounts for different reasons.

In the current Spanish motorways, all vehicles pay the toll, not only the heavy ones, except for the N-1 and the A-5 in Gipuzkoa, that only applies the toll to trucks starting from 3.5 t. The classification for goods vehicles goes like:

Light: vans and tow-axle vans.

Heavy 1: trucks with two axles; two-axle trucks with single-axle trailer; three-axle trucks; two-axle vans and vans with single-axle trailer with twin wheels.

Heavy 2: Trucks with or without trailer with a total of four or more axles; vans and two-axle vans with trailer with two or more axles and at least one axle with twin wheel.

The 'manual' payment of the toll can be made with cash or with card in the cabins situated on the exit of each motorway section. It can also be done with an electronic device like **AS 24** **PASSango Europe / Europilot** or **PASSango France-Iberic**.

STATE CONCESSION MOTORWAYS. On the next section there are the current Spanish motorways with toll. On the identification of the motorway there's a link to the fees and discount from 2023 from the Ministry of Transport web, when they're a ministry concession, and, next to it, a link to the concessionaire's web, where there's a map, detailed information, toll calculator, lay-by areas, parking for trucks, etc.; or a direct link to the fees of the company that manages and charges the toll.

- AP-6 [Villalba-Adanero](#). Information from the [concessionaire](#).
- AP-7 [Alicante beltway](#). beltway. Information from the [concessionaire](#).
- AP-7 [Alicante-Cartagena](#). Information from the [concessionaire](#).
- AP-7 [Cartagena-Vera](#).
- AP-7 [Estepona-Guadiaro](#). Information from the [concessionaire](#).
- AP-7 [Málaga-Estepona](#). Information from the [concessionaire](#).
- AP-9 [Ferrol-Portugal's border / Atlantic Motorway](#). Here there is a scheme of the [bonifications](#) of the AP-9 and here information from the [concessionaire](#).
- AP-46 [Guadalmina Motorway / Alto de las Pedrizas-Málaga](#). Information from the [concessionaire](#).
- AP-51 [AP-6 connection with Avila](#). Information from the [concessionaire](#).
- AP-53 [Santiago de Compostela-Alto de Santo Domingo](#). Information from the [concessionaire](#).
- AP-61 [AP-6 connection with Segovia](#). Information de la [concessionaire](#).
- AP-66 [Campomanes-León](#). Here there are the [discounts](#) that are applied in this motorway. Information from the [concessionaire](#).
- AP-68 [Bilbao-Zaragoza](#). Information from the [concessionaire](#).
- AP-71 [León-Astorga](#). Information from the [concessionaire](#).

OTHER MOTORWAYS.

GALICIA:

- AG-55 [A Coruña-Carballo](#) / AG-57 [Puxeiros-Val Miñor](#).



MADRID / CASTILLA LA MANCHA:

- M-12 [M-40-T4 Aeropuerto-A-1](#). Information from the [concessionaire](#).
- R-2 [M-50-Guadalajara A-2](#). Information from the [concessionaire](#).
- R-3 [M-45-Arganda del Rey A-3](#). Information from the [concessionaire](#).
- R-4 [M-50-Ocaña A-4/AP-36](#). Information from the [concessionaire](#).
- AP-41 [R-5-Toledo](#). Information from the [concessionaire](#).
- R-5 [M-40-Navalcarnero A-4](#). Information de la [concessionaire](#).
- AP-36 [Ocaña-La Roda](#). Information from the [concessionaire](#).



BARCELONA/CATALONIA:

- C-16 [Sant Cugat-Terrassa-Manresa](#).
- C-16 [Vallvidrera Tunnel / Cadi Tunnel](#).
- C-32 [Castelldefels-El Vendrell](#).



NAVARRA / BASQUE COUNTRY:

- AP-15 [Navarra Motorway](#).
- AP-8 [Vizcaya / Artxanda Tunnels](#).
- AP-1 / AP-8 / A-636 [Gipuzkoa](#).
- N-1 y A-15, also in Gipuzkoa, they have a [specific toll for trucks](#) starting from 3.5 t. It is a toll system with porches, compatible with the VIA-T device; if the vehicle doesn't have the electronic toll device, it has to be [registered](#). The sporadic users that circulate through the charging stations from Irún Barrera, can pay the whole route done through the sections from the A-15 and N-1 subject to payment. The cost per kilometre for vehicles between 3.5 and 11.99 t is 0.22€/km and 0.28€/km for vehicles starting from 12 t. There are discounts applied depending on the Euro category of the vehicle and for the number of transits done.

EUROVIGNETTE Sweden

In Sweden the [Eurovignette](#) is applied (see specific section), jointly with Denmark, Luxemburg and The Netherlands. To transit these countries a valid Eurovignette is the only requirement, mandatory for trucks over 12 t. The payment can be done with professional cards like the [AS 24 Eurotrafic](#).

Swedish motorways subject to the payment of the Eurovignette:

- E-4 Helsingborg – Estocolmo – Uppsala – Gävle – Finlandia
- E-6 Malmö – Halmstad – Göteborg – Noruega
- E-18 Norrtälje – Estocolmo – Örebro – Karlstad – Noruega
- E-20 Estocolmo – Göteborg – Helsingborg – Öresund – Dinamarca
- E-22 Norrköping – Kalmar – Kristiansand – Lund – Malmö
- E-45 Göteborg – Karlstad – Östersund – Kiruna – Finlandia
- E-65 Malmö – Ystad

In this link there's a [map](#) with the swedish roads, with information on the sections that are under construction, etc.

Other tolls. Besides these motorways, [the bridges of Motala and Sundsvall](#) are also subject to toll and from the 1st of October of 2023 there will also be a toll in [Sukurubron](#), that connects Stockholm with the east of Nacka and Värmdö. To be able to circulate through these infrastructures it's recommendable to register in [EPASS24](#). The system reads the plate

and charges the cost on the card that has been indicated on the register. It also sends the invoice.

Congestion fee.

There is a congestion fee system in [Stockholm](#) and in [Göteborg](#), its price varies depending on the time of the day. Foreign vehicles have to be registered in [EPASS24](#) and the payment can be done through the assignation of a credit card or a professional card.

International toll infrastructures.

- [Svinesund Bridge](#). Between Sweden and Norway, on the route between Göteborg and Oslo. In Norway, all vehicles over 3.5 t have to be equipped with an electronic tag for the payment of tolls (see section about tolls in Norway, on the section 'Countries not members of the European Union').

- [Öresund Bridge/Tunnel](#). Connects Copenhagen (Denmark) with Malmö (Sweden). If a previous register is done in [Oresund-business](#), it has a cost of 74.3 euros for trucks, plus 25% VAT, per trip (without the register the price is 210.75€). with register, it's not necessary to stop to cross the bridge, as the system reads the plate. The payment can be done with the electronic toll collection device [AS 24 PASSango Europe / Europilot](#).

States that are not members of the European Union



Norway

The vehicles over 3.5 t have to be equipped with a tag or an [AutoPASS](#) device or other accepted devices like BroBizz to circulate through Norway. Here there's the [information](#) for vehicles over 3.5 t. AutoPASS allows to circulate through all of the toll sections independently of the concessionaire. Another option is to register with each concessionaire for each section through which the truck is going to circulate. [Here](#) there is information on how each concessionaire that allows to circulate without the tag works. The cost of the toll varies depending on the type of vehicle, divided on four categories: zero emissions, plug-in hybrid, Euro VI and pre-Euro VI or up to Euro V. It also depends on the section, as not all of them are managed by the same concessionaire. The one that more sections manages is [Fremtind](#).

Here there are [the rest of concessionaires](#).

To obtain the [AutoPass](#) tag, [each vehicle has to be registered](#) and in an interval of around 10 days the tag is received by mail. Another option is to acquire the AutoPASS tag on the [frontier access points](#) to Norway, whether arriving by road or by ship. In this case, you must first purchase the "tag" and then sign the contract of use.

The main goal of the Norwegian toll system is the development of road infrastructures. In general, the toll is applied on a road until its cost of construction is reached. Therefore, the sections subject to toll can vary with time and the cost of the toll is fixed for each section. Here there is a [calculator](#) of the cost of tolls in Norway: 1 euro / 11.20 Norwegian kroner, in July 2023.

United Kingdom

United Kingdom recovers from the 1st of August the toll system general for trucks **HGV Levy**, that works with a vignette (by time), that is applied to trucks over 12 t of GVW, suspended since 2020 because of the Covid pandemic. The tolls in the United Kingdom can be paid with the **AS 24 Eurotrafic** cards. The cost of the fee depends, besides the time of stay, on the type of emissions from the vehicle, divided in two types: Euro VI or later and Euro V or previous, and the weight. The fee that has to be paid corresponds to the heaviest weight of the vehicle along the travel. If the vehicle is going to tow different trailers, it'll have to pay the fee of the heaviest combination. Rigid vehicles will have to include the weight of the trailer if it weights over 4000 kg. The vehicles that aren't registered in the country will have to pay the fee before entering the United Kingdom, process that requires to be [registered](#).

Fees for Euro VI or higher vehicles

Level	Weight in tonnes	Dayly	Weekly	Monthly	Annually
Tax A	From 12,001 to 31,000	3 £	7.5 £	15 £	150 £
		3.50 €	8.75 €	17.50 €	175.01 €
Tax B	From 31,001 to 38,000	7.20 £	18 £	36 £	360 £
		8.40 €	21.01 €	42.01 €	420.07 €
Tax C	From 38,001 onwards	9 £	28.80 £	57.60 £	576 £
		10.50 €	33.60 €	67.21 €	672.11 €

Fees for Euro V or lower vehicles

Level	Weight in tonnes	Dayly	Weekly	Monthly	Annually
Tax A	From 12,001 to 31,000	3,90 £	9,75 £	19,50 £	195 £
		4,55 €	11,38 €	22,75 €	227,54 €
Tax B	From 31,001 to 38,000	9,36 £	23,40 £	46,80 £	468 £
		10,92 €	27,30 €	54,61 €	546,10 €
Tax C	From 38,001 onwards	10 £	37,45 £	74,90 £	749 £
		11,67 €	43,70 €	87,40 €	873,98 €

Note: type of change applied: 1 euro / 0.857£.

Besides the HGV Levy, there are roads, bridges and infrastructures in the United Kingdom that charge a toll. These are the following:

■ **London:** from March 2021, only the Euro VI or higher vehicles are exempt of paying the daily fee, although they still have the obligation of registering online. To check if the truck can access to the different areas and the fee that corresponds to it, check this [website](#).

To Access the city, the trucks that aren't Euro VI have to pay a [congestion fee](#) of 17.5€/day (15 pounds/day) to circulate between 7 am and 10 pm. Besides, there are two low emissions zones established:

- **ULEZ Zone** (Ultra Low Emission Zone) only Euro VI trucks can enter it; in the case that this is not the emission level, the fee is 116.7€/day (100 pounds/day).

- **LEZ Zone** (Low Emission Zone) the trucks that aren't Euro VI have to pay an extra fee of 233.37€/day (200 pounds/day) if they are Euro V and IV and of 350.06 euros (300 pounds) if they're below Euro IV.

- **Direct Vision Standard and HGV Safety Permit.** The trucks have to have an equipment on the vehicle that allows all-round



visibility of the driver over vulnerable users of the road and vice versa. When this is not complied, fines of 641.77 euros (550 pounds) are applied. This fines with prompt payment, 14 days, they are halved to EUR 320.88 (GBP 275).

■ **Dartford.** Crosses the Thames between Dartford and Thurrock, includes the Queen Elizabeth II Bridge and the Dartford Tunnel. Between 6 am and 10 pm a crossing [fee](#) has to be paid, that with [previous register](#) has a light discount:

- Two-axle trucks: 3.50 euros (3 pounds) per ticket; with register: 3.06 euros (2.63 pounds).

- Trucks with more than two axles: 7.01 euros (6 pounds) per ticket; with register: 6.06 euros (5.19 pounds). Only trailer axles are taken into account in the case of articulated lorries.

■ **Humber Bridge.** Crosses the Humber River on the A-15.

The best way to pay is [online](#) with [previous register](#) or with a subsequent registration within 72 hours. It can also be paid with credit card in the terminals on the bridge. The price for trucks with three or more axles and over 7.5 t is 14 euros (12 pounds), or 12.60 euros (10.80 pounds) with a 10% discount if the truck has the electronic payment device or tag.

■ **Tyne Tunnels.** In the A-1 on Wallsa, Newcastle-upon-Tyne. The [cost](#) for trucks (category 4) is 5.13 euros (4.40 pounds) or with a little discount: 4.62 euros (3.96 pounds) if a [previous register](#) is done.

■ **Mersey Tunnels.** They cross the Mersey River between Liverpool and Birkenhead. The best option is to [register](#) to benefit from a discount and be able to use the fast lanes. For trucks, there is a separation in [two categories](#): Class 3: Three axle rigids: 7 euros (£6) with card and 5.60 euros (£4.80) with device/tag. Class 4: four or more axles: 9.33 euros (8 pounds) with card and 7.47 euros (6.40 pounds) with [T-Flow](#) device/tag.

■ **Tamar Bridge.** Crosses the River Tamar on the A-38 between Plymouth, Devon and Saltash, Cornwall. The toll varies according to the number of axles (up to three or four or more) and whether the vehicle has a trailer or not, as well as whether you

United Kingdom

continued

pay by cash or card or have the electronic device, [TamarTag](#), which requires prior registration.

Tamar Bridge fees

Vehicle category	Rigid		With trailer	
	Card	TamarTag	Card	TamarTag
Up to 3.5 t, Two axles	2.60 £ 3.03 €	1.30 £ 1.51 €	5.20 £ 6.07 €	2.60 £ 3.03 €
Over 3.5 t, Two axles	6.30 £ 7.35 €	3.15 £ 3.67 €	12.60 £ 14.70 €	6.30 £ 7.35 €
Over 3.5 t, Three axles	10.40 £ 12.13 €	5.20 £ 6.07 €	20.80 £ 24.27 €	10.40 £ 12.13 €
Over 3.5 t, Four axles or more	14.30 £ 16.68 €	7.15 £ 8.34 €	28.60 £ 33.37 €	14.30 £ 16.68 €

■ **M-6toll.** Toll beltway motorway outside Birmingham. Here there is a detailed [map](#) of the M6 with the toll points. The [cost](#) varies by time slot, weekend or week day and vehicle category. There are discounts for using the [tag](#). The payment can be done with the professional card **AS 24 Eurotraffic**.



Liechtenstein + Switzerland

Goods vehicles starting from 3.5 t have to pay a [toll](#) to circulate through the Swiss roads and the roads from the Principality of Liechtenstein.

The price of the toll depends on the environmental category of the vehicle and the travelled kilometres on Swiss public roads.

Inscription. The first time that one enters Switzerland, and doesn't have an electronic toll payment device recognised in the country, has to identify the vehicle on a terminal and obtains a specific identifying card for that vehicle: the vehicle's plate, the GVW, the emissions level, the owner and the invoice data has to be put down in that card. Each time that you enter Switzerland, you have to go to a terminal with that card and enter the card and the mileage, also if the truck has a trailer or not and you



choose the payment method. The machine provides two copies with that information. When you leave the country, you have to give one of those copies with the mileage at the exit station. In a PDF, that you can access at the end of the [web](#), you'll find all the detailed information.

Payment methods. The vehicles registered abroad can pay the Swiss tolls in two different ways:

- with cash or with professional cards like **AS 24 Eurotraffic**, when leaving the country and declaring the travelled kilometres.
- with a Emotach electronic device or any EETS device recognized by the Swiss electronic toll system; so far, only Telepass and Toll4Europe, although is foreseen that by the end of 2024 the devices **AS 24 PASSango Europe / Europilot** will be also recognized.

The [fees](#) are the following:

Vehicle category	Euro category	Rate
I	Euro 0, I, II, III, IV, V	0,0310 CHF / ton x km (Swiss francs) 0,0321 € / ton x km
III	Euro VI	0,0228 CHF / ton x km (Swiss francs) 0,0236 € / ton x km

Note: Applied change: 1 euro / 0.965 Swiss francs.

Besides, in Switzerland there is a special toll for the two tunnels that connect Switzerland with Italy: the [Grand-Saint-Bernard Tunnel](#) and the [Munt La Schera](#) (see Italy's section).