

**Question for written answer E-014768/2015**  
**to the Commission**  
Rule 130  
**Renaud Muselier (PPE)**

Subject: Eurovignette and Alpine crossings

The Eurovignette III Directive, which was adopted in 2011, provides for the option of introducing higher infrastructure usage charges on sections of road on which there is heavy congestion or serious environmental degradation.

At present, only the Mont Blanc and Fréjus tunnels are regarded as Alpine crossings. The coastal crossing between France and Italy at Ventimiglia (A8 and A10 motorways) is not subject to a mark-up as it is not regarded as a 'mountain area'.

In view of the resulting transfer of HGV traffic from the two northern Alpine crossings to the coastal crossing, which now handles half of all HGV transit traffic, the road safety and pollution risks at the latter crossing have reached an alarming level.

Given that the Commission is seeking to foster modal shift to alternative transport modes, including motorways of the sea, and in view of Ventimiglia's geographical position and heavy traffic load and the attendant road safety risks, would it agree that the Ventimiglia crossing should be combined with the Mont Blanc and Fréjus crossings into a single Alpine 'corridor' in which a distance-based mark-up could be applied to HGVs weighing more than 3.5 tonnes?