

(English version)

Priority question for written answer P-002867/26
to the Commission
Bert-Jan Ruissen (ECR)
(11 July 2026)

Subject: Belgian road tax disc and compensation

The Belgian federal regions intend to make a road tax disc compulsory from 1 May 2027 for all Belgian and foreign cars, vans or motorhomes weighing up to and including 3.5 tonnes that use Belgian motorways and regional roads ⁽¹⁾.

According to media reports, the Belgian authorities are in fact seeking to offset most of the costs borne by Belgian users by reforming the road tax system. The minister responsible states that ‘around half of Flemish car owners — taking the tax disc and the new road tax together — will pay roughly the same amount as now or less’. According to Minister Weyts, ‘the maximum extra amount anyone will have to pay is 125 EUR: only 1.5% of car owners will come anywhere near that amount.’ ⁽²⁾

1. In practice, it is mainly foreign road users who will face additional costs. Does the Commission agree that this proposal contravenes the EU principle of non-discrimination on grounds of nationality? If so, what steps does the Commission intend to take to address this?
2. Does the Commission consider it reasonable that the price of a one-day road tax disc amounts to approximately 10% of the cost of an annual tax disc (365 days)? ⁽³⁾

Submitted: 11.7.2026

Answer given by Mr Tzitzikostas on behalf of the European Commission
(31 August 2026)

Tolls and user charges (the latter also commonly known as vignettes) are regulated in the EU by Directive 1999/62/EC on the charging of vehicles for the use of road infrastructures ⁽¹⁾.

It appears that the Belgian government intends to levy a new user charge on light-duty vehicles, including passenger cars, with effect from next year.

While Article 7h of the directive requires Member States to notify in advance new tolls for heavy-duty vehicle, this notification requirement does not apply to the present case as light-duty vehicles are not in scope of this notification requirement.

The level of the proposed new user charge and the new vehicle tax structure are not yet known. Consequently, the Commission does not have sufficient information to assess the potential impact on non-resident drivers, particularly as regards the general principles of non-discrimination as enshrined in Article 18 of the Treaty on the Functioning of the European Union ⁽²⁾.

The Commission may assess the compliance of any new charging system with EU law once it is adopted and, should a breach of EU law be identified, initiate the appropriate steps.

Article 7a(3) of Directive 1999/62/EC states that the daily rate of a user charge applied in respect of passenger cars must not exceed 9% of the annual rate. A proportion of 10% between the daily and annual rates of the proposed new user charge would not be in line with the directive.

¹ <https://www.vlaanderen.be/belastingen-en-begroting/vlaamse-belastingen/wegenvignet-vanaf-1-mei-2027>.

² <https://www.vrt.be/vrtnws/nl/2026/07/10/wegenvignet-belgie/>.

³ <https://www.vlaanderen.be/belastingen-en-begroting/vlaamse-belastingen/wegenvignet-vanaf-1-mei-2027>.

⁽¹⁾ <https://eur-lex.europa.eu/eli/dir/1999/62/oj/eng>.

⁽²⁾ <https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:12008E018:EN:HTML>.