



Directive 15-02-03

Special provisions Performance-related heavy vehicle charge (PRHVC) for foreign vehicles

Directives are implementing provisions concerning customs law and non-customs legislative instruments issued by the Confederation. They are published in the interests of uniform application of the law.

No legal claims beyond the statutory provisions may be derived from the directives.

Certain references in this directive to other directives may not yet be active because they have not yet been published.

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List of abbreviations

Term/abbreviation	Meaning
AT	PRHVC processing terminal
EETS	European Electronic Toll Service
FCA	Federal Customs Administration
FL	Principality of Liechtenstein
PRHVC	Performance-related heavy vehicle charge
LSHVC	Lump-sum heavy vehicle charge
HVCA	Federal Act of 19 December 1997 on the performance -related Heavy Vehicle Charge (Heavy Vehicle Charge Act, HVCA); SR 641.81
HVCO	Ordinance of 6 March 2000 on the performance -related Heavy Vehicle Charge (Heavy Vehicle Charge Ordinance, HVCO); SR 641.811
TRegO	Traffic Regulations Ordinance (TRegO) of 13 November 1962; SR 741.11
RVTRO	Ordinance of 19 June 1995 on the Technical Requirements for Road Vehicles (RVTRO); SR 741.41
CO	Customs office

1 Editorial note

This directive constitutes instructions within the meaning of [Article 45 paragraph 2 of the HVCO](#) and supplement [directive 15-02-01](#) (available in German, French and Italian).

2 Levying of charges

2.1 Vehicle registration

All foreign vehicles subject to the performance-related heavy vehicle charge (PRHVC), with the exception of those with an EETS on-board unit in accordance with section 2.5, must be declared for registration at a customs office (CO) by the drivers when they first enter Switzerland or the Principality of Liechtenstein (FL). For this purpose, the CO provides a registration form, which must be completed based on the vehicle documents. All necessary data, such as weights and emission standards, are to be entered. The vehicle driver will then be issued with a vehicle-specific identification card (ID card), which will allow for quick and easy clearance when crossing the border in the future.



2.2 Registration at the PRHVC processing terminal (AT) upon entry

So-called PRHVC processing terminals (AT) can be found at all CO open to heavy goods vehicles. Every time drivers enter the country, they must go to an AT and register the entry using an ID card and declare the mileage and trailer status.

The [means of payment](#) then has to be chosen:

- [Fuel card](#)
The FCA has entered into agreements with various fuel card companies regarding the use of the respective fuel cards for paying the PRHVC.
- [PRHVC account](#)
In the case of frequently used vehicles, the charge can be paid via an account opened by the vehicle holder in advance with the FCA. The CO must assign the account number in the assessment system before the declaration process at the AT.



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- Cash

Cash also includes debit and credit cards (e.g. Maestro and VISA cards). With this type of payment, the CO charges a processing fee of CHF 10 upon departure for issuing the PRHVC receipt immediately.

Finally, the AT prints a receipt in duplicate, which must be carried in the vehicle for the entire trip and presented in the case of checks.

2.3 Procedure when leaving

When leaving Switzerland/FL, the vehicle driver must write the mileage on the AT receipt by hand and sign it.

The original copy (section A) is intended for the customs office of exit and the carbon copy (section B) is for the person liable to pay the charge.

If payment is guaranteed (by a fuel card or an PRHVC account), it is sufficient for the receipt plus the exit mileage and the signature of the person liable to pay the charge to be submitted to the CO. In the case of cash payments (incl. debit and credit cards), the charge must be paid at the customs counter.

2.4 Emotach® PRHVC on-board unit

Vehicles registered abroad can be equipped with an on-board unit on a voluntary basis after the registration process. A corresponding [application](#) has to be submitted to the FCA. It is also necessary to open an [PRHVC account](#) and provide sufficient security.

The on-board unit automatically registers border crossings and the mileage driven in the territory subject to the charge. The device may be fitted only at authorised installation points ([MoSt](#)) in Switzerland or the Principality of Liechtenstein.



Any trailer declaration must be made on the on-board unit, and the correct changeover must be observed when crossing the border (CH ↔ EU).

The FCA provides the first on-board unit free of charge. The vehicle holder has to pay the installation costs. In the case of a faulty device, the FCA pays a lump sum for replacing it.

Further information on operation/functionality and the procedure to be followed in the event of malfunctions can be found in the relevant [guide](#) (*available in German, French and Italian*).

2.5 EETS on-board unit (European Electronic Toll Service)

2.5.1 General information

By concluding a contract with an EETS provider, a vehicle equipped with an EETS on-board unit can drive on toll roads in "EETS countries" which are covered by its contract. The vehicle holder then receives an invoice from his or her EETS provider with all toll charges.

The PRHVC can be levied if the vehicle holder has concluded a contract with an [EETS provider](#) approved by the FCA. The EETS provider is also the first point of contact for further information on recording the PRHVC or for any questions or complaints regarding the assessment of the PRHVC and the resulting invoice.

2.5.2 Procedure when entering Switzerland/Liechtenstein

A prerequisite for any border crossing is the EETS on-board unit's capability to record. This is indicated to the driver on the unit. When crossing the border he or she must ensure that the "OK" signal is displayed on the EETS recording device, which means that it is communicating with the radio beacons.

Otherwise (no recording capability, no signal or signal "NOK"), the procedure is as described in section 2.1/2.2, i.e. the driver must have the charge levied at an AT.

The driver is also responsible for ensuring that

- the EETS on-board unit is used in the designated vehicle,
- the EETS on-board unit remains capable of recording during the whole journey,
- any trailer is correctly declared on the EETS on-board unit
- and the local restrictions for crossing the border as described in section 3 are complied with.

2.5.3 Procedure when leaving Switzerland/Liechtenstein

The driver must inform the customs office if the EETS on-board unit lost its recording capability during the journey. No further action is required.

3 Local restrictions for crossing the border

Vehicles subject to the PRHVC must use the border crossing points manned by the FCA. Unattended, i.e. unmanned, CO are generally not open to traffic subject to the PRHVC.

In the case of simplified customs clearance procedures (so-called periodic collective declaration), the FCA authorises the use of unmanned or partially attended customs offices outside the attendance hours. It is mandatory for such vehicles to be equipped with an on-board unit. Detailed information can be obtained from the District Directorates of Customs and the relevant customs offices.

4 Decisive weight

Under [Article 13 of the HVCO](#), the decisive weight for assessing the PRHVC is determined by the maximum permissible total weight according to the vehicle documents (usually section F.2 in EU documents). Consequently, it is irrelevant whether a vehicle is laden or empty.

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In Switzerland and the Principality of Liechtenstein, the permissible total weights may be lower than those stated in the vehicle documents, which naturally apply also for the permissible operating weight. The registration or assessment is carried out based on the national maximum permissible weight in accordance with [Article 67 of the TRegO](#). For example, a two-axle lorry with a declared permissible total weight of 19 tonnes = decisive PRHVC weight of 18 tonnes.

For vehicle combinations, trailers are not assessed as separate items liable to the charge; instead, they are assessed together with the towing vehicle. The decisive weight of the vehicle combination is calculated by adding the permissible total weights of the towing vehicle and the trailer or, in the case of articulated lorries, the unladen weight of the tractor unit plus the permissible total weight of the semi-trailer. At most, the national maximum weight of 40 tonnes is used.

For the trailer declaration, the maximum permissible weight in Switzerland and the Principality of Liechtenstein in accordance with [Article 67 of the TRegO](#) is taken into account only if the declaration is made accordingly at the AT or on the on-board unit. For example, a two-axle standard trailer with a pivoted drawbar and a declared weight of 19 tonnes = decisive weight or PRHVC weight to be declared of 18 tonnes.

5 Special provisions

5.1 Vehicles fitted out with usable space

Such vehicles, e.g. with a TV production/broadcast area, workshop, laboratory, office, exhibition or training space, are treated the same as transport vehicles ([Art. 11 of the RVTRO](#)). The PRHVC is thus charged.

The provisions of [section 3.3 of Directive 15-02-01](#) apply to motor vehicles that have some living space and are equipped for transporting people.

5.2 Motor vehicles subject to the charge with exempt trailers

Exempt trailers and those assessed at a flat rate (e.g. work trailers or flat-rate caravans) must be declared as follows in order for this to be taken into account in the assessment:

In the case of foreign vehicles without an on-board unit, the driver declares the trailer with a weight of 1,000kg at the AT when entering Switzerland. The receipt must then be presented to the CO for certification.

In the case of foreign vehicles with an emotach on-board unit, the trailer is declared as "FREE" in accordance with section 8 of the [on-board unit operating manual](#) (*available in German, French and Italian*). A trailer always has to be declared on the EETS on-board unit. If a trailer that has been exempted from declaration is carried, the driver must report to the customs office on entry.

5.3 Vehicles with dealer number plates or provisional registration

Vehicles with Swiss dealer number plates are exempt from the charge. However, their use is restricted (see also [Factsheet](#)). Exemption is likewise granted for foreign vehicles if they are driven with comparable number plates and comply with the restrictions.

The use of provisional foreign number plates on vehicles intended for permanent or temporary exportation from Switzerland is not permitted. Swiss export number plates, which can be obtained from cantonal vehicle licensing offices against payment of the lump-sum heavy vehicle charge (LSHVC), must be used for this purpose.

6 Checks

The FCA carries out spot checks concerning the data of relevance for assessing the charge – particularly the decisive weights, the declared mileage and the trailer declaration – upon entry and exit, as well as within Switzerland using monitoring installations. The police also carry out checks within the country. People who are checked must cooperate in the required manner.

7 Refunds and reductions

Special arrangements with PRHVC reductions or refunds are provided for in the following areas (*all available in German, French and Italian*):

- Unaccompanied combined transport (UCT), [Directive 15-02-10](#)
- Transport of timber, [Directive 15-02-11](#)
- Transport of unpacked milk, [Directive 15-02-12](#)
- Transport of livestock, [Directive 15-02-13](#)

8 Objections and complaints

Section 4 of [Directive 15-02-01](#) applies for objections/complaints.

9 Contact

Federal Customs Administration
Traffic Charges Division
3003 Bern

Website: www.HVC.ch > [HVC – Vehicles registered abroad](#)

Email: lsvaausland@ezv.admin.ch