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HEAVY GOODS VEHICLE TOLLS IN GERMANY

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LEGAL FRAMEWORK

- **Coalition agreement of October 1998**
 - “For the purpose of a fair allocation of infrastructure costs, the time-related motorway user charge for lorries will be replaced as early as possible with an electronic fee collection system based on the vehicle mileage. This will also contribute to shifting a certain percentage of goods carried to rail and waterway transport.”
- **12 April 2002: Motorway toll act enters into law**
 - HGVs with a maximum permissible weight of 12 t or more
 - Charges based on the exact number of kilometers driven
 - Non discrimination: Automatic and manual booking
 - Toll rates according to number of axles and emission categories: 9-14 cents/km
 - Earmarking of revenue
- **1 January 2005: Tolling started on the Federal motorways**



TOLL CONTEXT DATA

- Tolled road network
 - 12.733 km Federal motorways
 - 42 km Federal roads (since 2007)
 - 2.355 motorway junctions
 - 249 motorway intersections
- HGVs subject to tolls
 - HGVs with a permissible weight of 12 tonnes
 - Approx. 1,5 million HGVs
- Mileage subject to tolls
 - approx. 27.6 bn km per year (2008)
 - approx. 35 % by foreign HGVs
- Information on the charging system
 - distance travelled
 - number of axles
 - emission category of the motor vehicle

Bestand von Bundesautobahnen - Stand: 1. Januar 2009



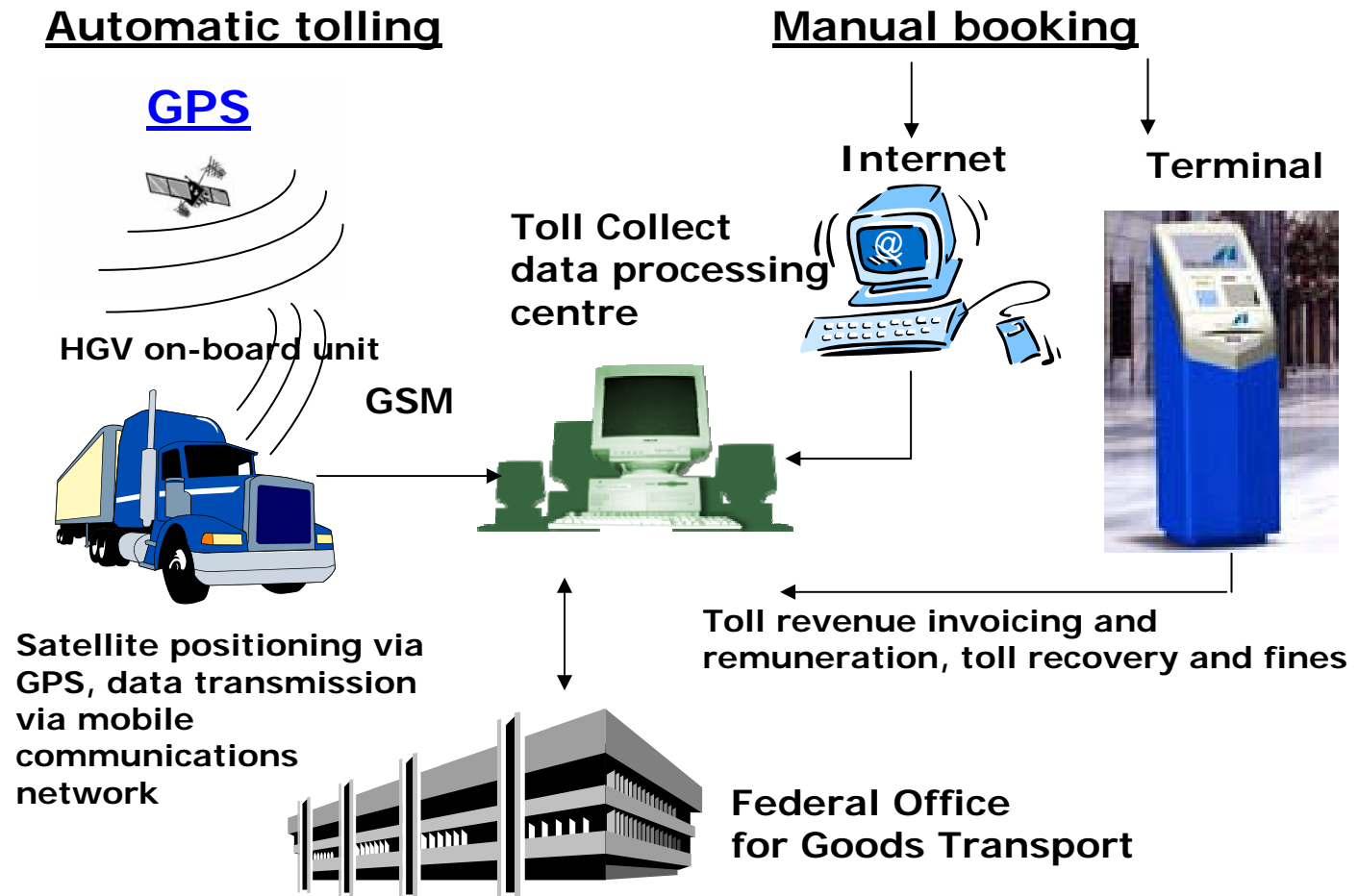
FROM INFRASTRUCTURE COSTS TO TOLLS

Infrastructure costing (2010)

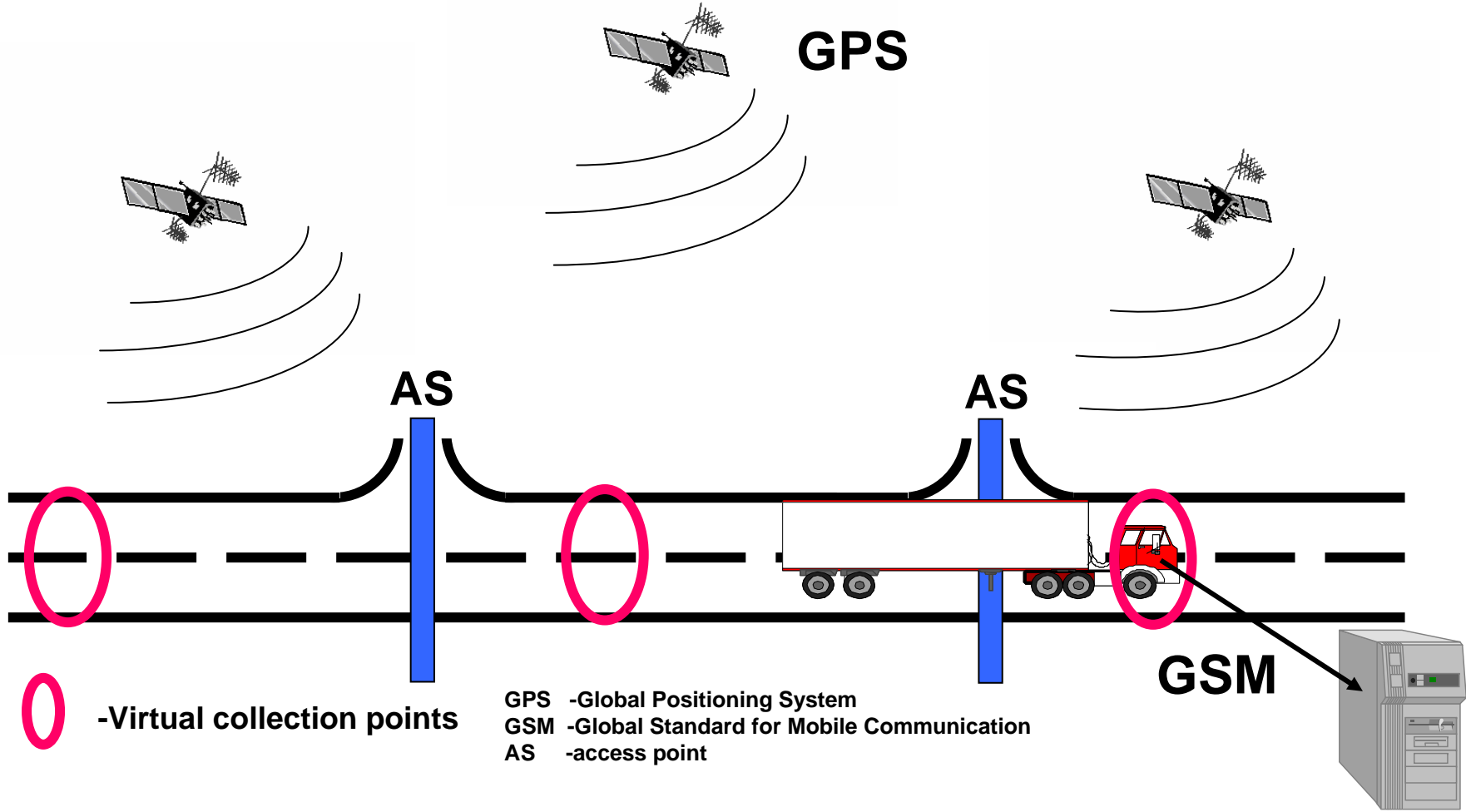
Total costs for motorways:	€ 11.74 bn
Costs imposed by HGVs on motorways:	€ 5.2 bn
Pro rata HGV mileage:	27.4 bn km
Average toll rate:	17.0 cents/km
Actual average toll rate:	16.3 cents/km
(Toll level regulations)	
Pricing by axles	
and emission classes:	14.1 – 28.8 cents/km



System structure



Automatic Toll Collection - Satellite-based positioning system (GPS) and virtual collection points



TOLL REVENUE

2005: € 2.86 bn
(gross)

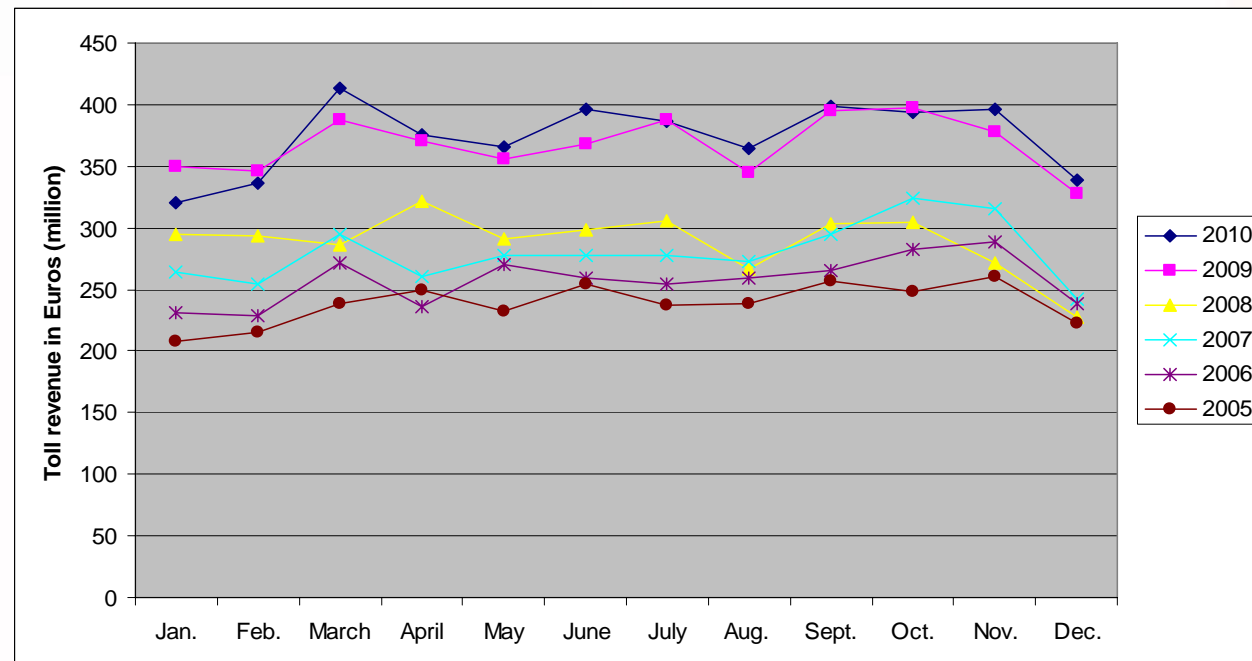
2006: € 3.08 bn
(gross)

2007: € 3.36 bn
(gross)

2008: € 3.46 bn
(gross)

2009: € 4.41 bn
(gross)

2010: € 4.48 bn
(gross)



ENFORCEMENT (1/2)

Enforcement

- Effective enforcement by means of spot checks
- Four different types of spot check
 - Automatic checks backed up by video
 - Stationary checks following automatic checks
 - Mobile checks
 - Checks on the premises of German haulage companies
- Recovery and fines



- **Results of checks**

- Spot checks 10 % of trips
- HGVs checked in 2005/2006 17.6 m/18.2 m
- Violations below 2 % (original estimate: 5 %)

- **Fines**

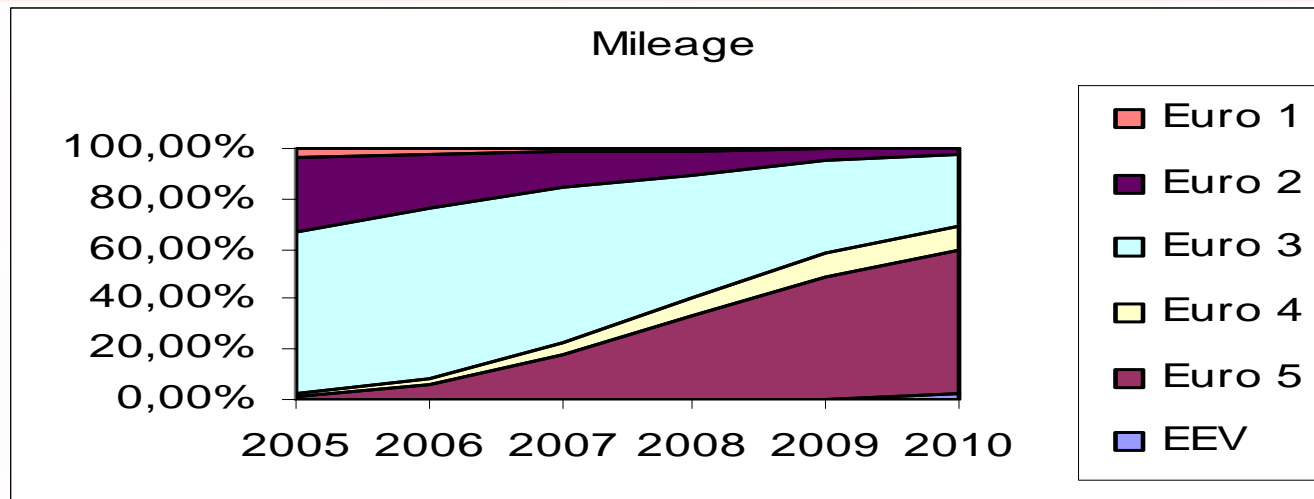
up to € 20,000

- **Fines for first offenders:**

- Haulier (intentional offense) € 400
- Haulier (negligence) € 200
- Driver half the company fine in each case



EFFECTS OF THE TOLLS



mileage	2005	2006	2007	2008	2009	2010
EEV	0,04%	0,03%	0,03%	0,05%	0,25%	2,16%
Euro 5	0,80%	5,65%	17,63%	32,74%	48,98%	57,23%
Euro 4	1,22%	2,79%	5,10%	7,80%	9,47%	10,21%
Euro 3	64,11%	67,98%	61,25%	49,09%	36,67%	27,82%
Euro 2	30,39%	21,25%	14,37%	9,28%	4,14%	2,28%
Euro 1	3,44%	2,30%	1,61%	1,04%	0,49%	0,30%



- Technical interoperability between the German and Austrian HGV tolling system
- Start at 1 September 2011
 - Using the German OBU to levying the toll in Austria
 - One contract with the German and one contract with the Austrian toll operator
 - Invoicing of trips in Germany by the German operator and invoicing of trips in Austria by the Austrian operator
 - Important step towards interoperability



Thanks to the audience !

Questions ?

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