

REPORT 2008

INTRODUCTION

The German Federal Government has decided to cover the costs for the upgrading and maintenance of the transport infrastructure by introducing a distance-based truck toll for all heavy commercial vehicles and vehicle combinations with a permissible total weight of 12 tons or more on the entire motorway network and selected federal roads.

The automatic system uses a combination of satellite navigation and mobile communications technology to achieve a free flow system.

90% of the revenues are made through customers using the automatic system. 647,000 OBU are installed in trucks on 31st December 2008. Figure 1 shows the distribution of installed OBUs per country.

The system opened on 1st January 2005. It is a dual system, comprising a satellite-based automatic tolling and a manual booking option (at terminals and via internet) for non discrimination purposes.

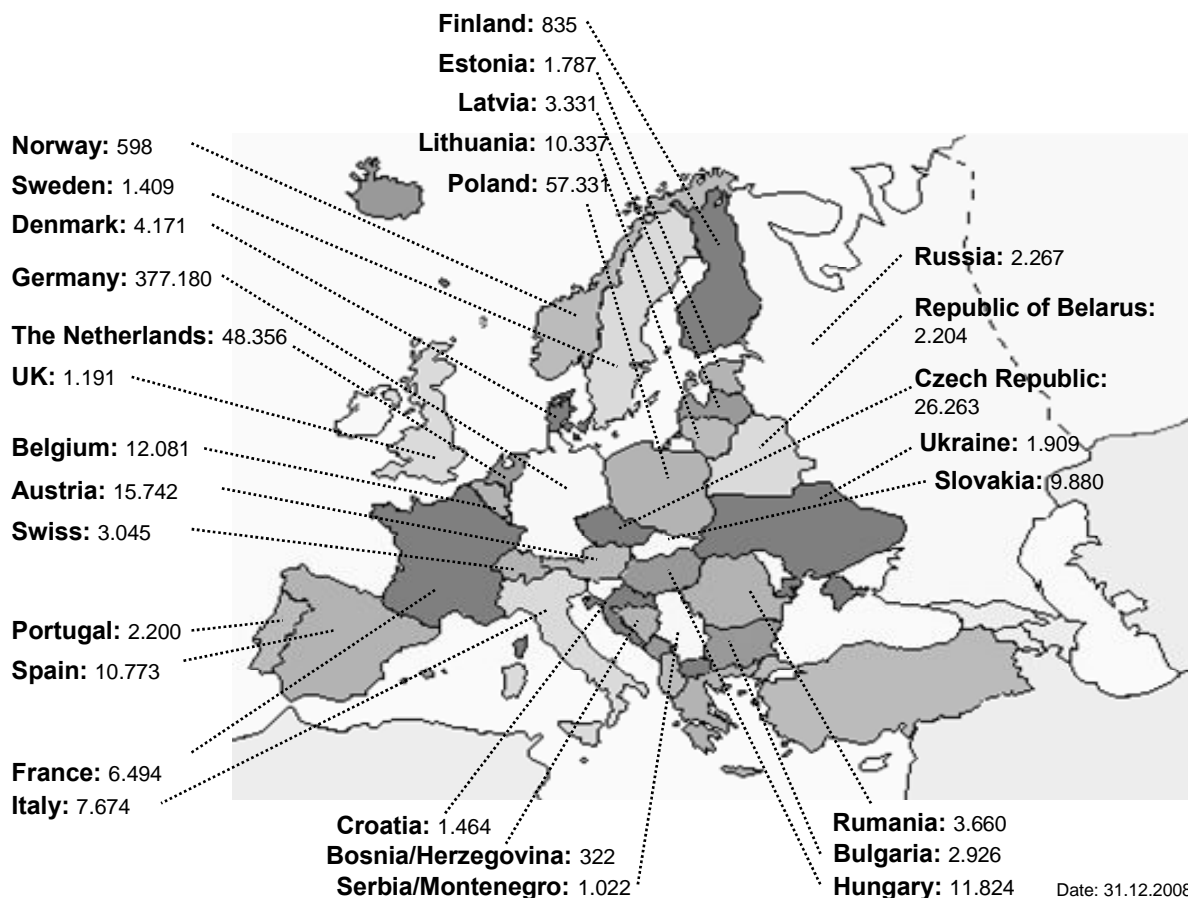


Fig. 1: Installed Onboard Units (OBU) for automatic tolling per country

NETWORK LENGTH

Since the introduction of the tolling scheme the tolling network has been updated to include new sections and new junctions simply by way of data transfer via the mobile communications network (GSM).

The German tolled network is divided into 5,469 sections (including federal roads) by the end of 2008.

Since 1st January 2007 toll truck was introduced to selected federal roads. The main purpose was to bring back on the tolled motorway network the trucks that diverted to toll-free roads because they wanted to avoid paying tolls.

It concerns

- B75 between the Hamburg-Marmstorf access to the A7 motorway and the A253 motorway
- B4 from the Hamburg-Eidelstedt access, north of the A23 motorway, to Bad Bramstedt
- B9 between the German-French border and the Kandel-Süd access to the A65 motorway

The federal roads represent 98 sections and 42 km currently. To add the new toll roads to the system, the OBUs received a wireless update with the new network information through mobile communication.

TRAFFIC

The average daily traffic / km of trucks which have a total permissible weight of at least 12 tons has dropped from 5,991 in 2007 to 5,973 in 2008. This is a percentage decrease of 0.3 %. The calculation is made by dividing the total travelled kilometres by the length of the network and by 365 days (although truck traffic is restricted on the weekend).

TOLLS

Light vehicles

Light vehicles are paying vehicle and fuel tax, no toll.

Heavy vehicles

Tolls are charged according to the distance travelled, the number of axles, and the pollution category of the truck.

All vehicles or vehicle combinations exclusively intended for road haulage whose maximum permissible weight - including trailer - is 12 tons or more are subject to the road toll.

Fig. 2: New toll rates from January 2009

*PMK – particulate reduction classes are retrofit standards to reduce particulate emissions. The particulate reduction classes PMK 1 or PMK 2 will generally be considered for (heavy) goods vehicle subject to tolls.

Changes to pollutant emission categories with PMK*					
	Without PMK	PMK 1	PMK 2	PMK 3	PMK 4
S3	Category C	Category C	Category B	Category B	Category B
S2	Category D	Category C	Category C	Category C	Category C

Toll rates per kilometre				
			From 1 Jan. 2009	From 1 Jan. 2011
Category A	S5, EEV class 1	up to 3 axles	€ 0,141	€ 0,140
		4 axles or more	€ 0,155	€ 0,154
Category B	S4, S3 with PMK 2, 3 or 4	up to 3 axles	€ 0,169	€ 0,168
		4 axles or more	€ 0,183	€ 0,182
Category C	S3 without PMK, S2 with PMK 1, 2, 3 or 4	up to 3 axles	€ 0,190	€ 0,210
		4 axles or more	€ 0,204	€ 0,224
Category D	S2 without PMK, S1 and vehicles not assigned to a pollutant emission category	up to 3 axles	€ 0,274	€ 0,273
		4 axles or more	€ 0,288	€ 0,287

Toll exempt heavy vehicles: Pursuant to Section 1 (2) of the Act on the Levying of Distance-Related Charges, the following vehicles are not subject to the HGV toll:

- buses and coaches,
- vehicles belonging to the armed forces, the police authorities, civil defense and emergency response organizations, the fire brigade and other emergency services, plus Federal Government vehicles,
- vehicles used exclusively for road maintenance purposes, including road cleaning and winter maintenance,
- vehicles which are used exclusively for the transport of circus and funfair equipment,
- vehicles which are used by non-profit or charitable organizations to transport humanitarian relief supplies to alleviate an emergency situation.

Since the opening the tolls were differentiated by pollution classes. This has been stressed on the 1st January 2009: with the same number of axles, a “polluting” truck can pay up to 94% more than a “clean” truck, as shown on the table below. One will notice that a truck can be classified in a “better” category if it has a filter to reduce its particle emission.

REVENUES

In 2007, toll revenue totaled 3.36 billion Euros (gross). By the end of 2008, toll revenues totaling of 3.47 billion Euros had been generated.

On 1st January 2009 new toll rates were introduced in Germany. To implement the changed rates, the OBUs received an update with the new tariff information through the mobile communications network (GSM).

As shown in Figure 3, the share of cleaner vehicles rose substantially.

