

REPORT 2018

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 toll for all heavy goods vehicles and goods vehicle combinations on the entire motorway network and all federal roads.

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 or app) for non discrimination purposes.

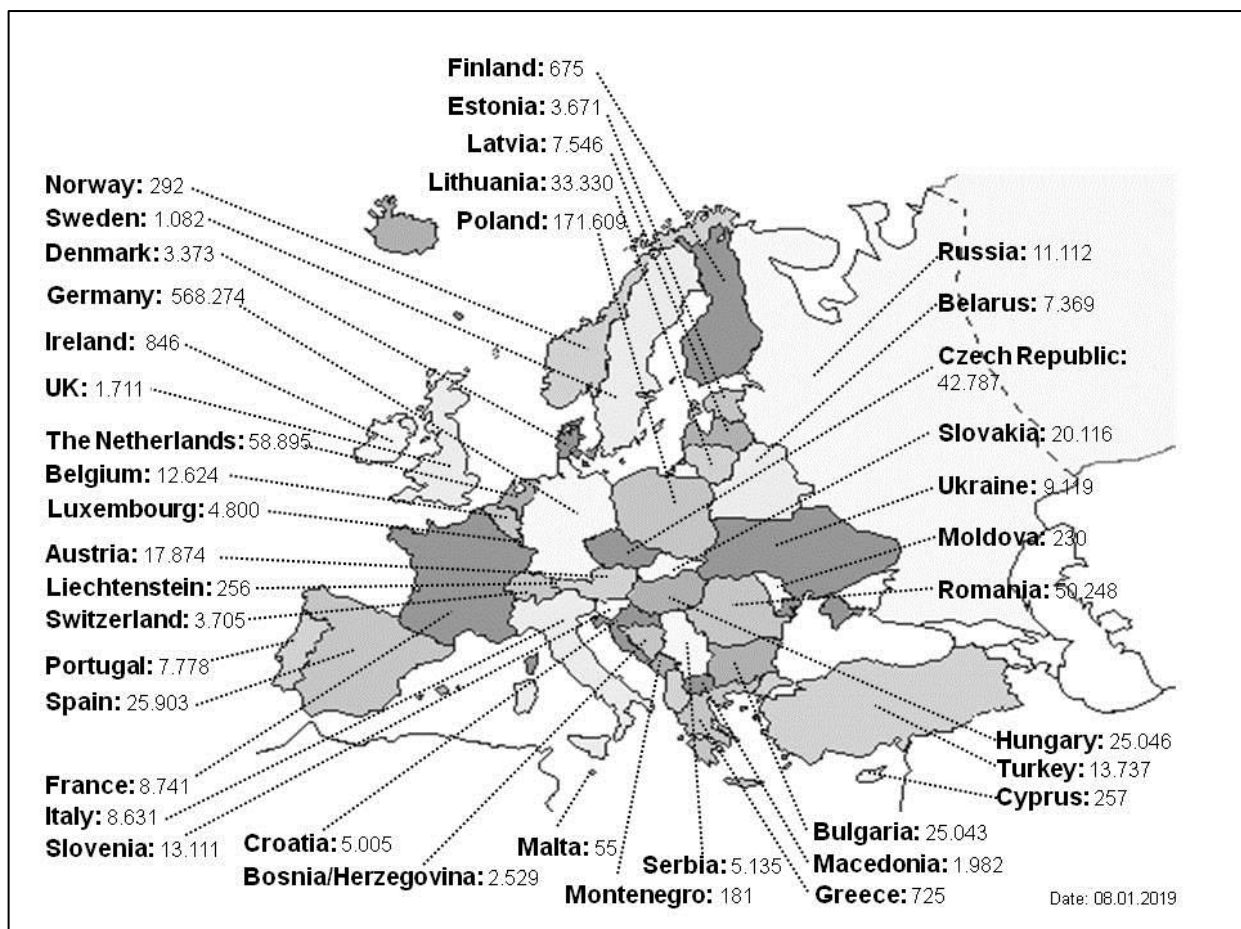
Starting from 1st October 2015 the German Federal Government lowered the toll requirement to the gross vehicle weight from at least 12 tons down to at least 7.5 tons.

From 1st July 2018 the tolled network was expand to all federal trunk roads.

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

97% of the revenues are made through customers using the automatic system. 1.176.200 OBUs are installed in trucks by the end of 2018. Figure 1 shows the distribution of installed OBUs per country.

Fig. 1: Installed German OBU per country



NETWORK LENGTH

Since the introduction of the tolling scheme the tolled network has been updated to include new sections and new junctions.

Since 1st July 2018 the toll was introduced to all federal roads.

Now the German tolled network is divided into 143.660 sections and has a length of 50.842 km (including the federal roads) by the end of 2018. Of these, the federal roads currently represent 138.028 sections and 37.817 km.

TRAFFIC

On motorways the average daily traffic / km of trucks subject to toll has increased from 6.772 in 2017 to 6.932 in 2018. The calculation is made by dividing the total travelled kilometres on motorways by the length of the motorway network and by 365 days (although truck traffic is restricted on the weekend).

SAFETY

A total of 206.862 traffic accidents occurred in 2016 on German motorways. In 21.193 of these accidents persons were injured. 393 persons were killed in traffic accidents on motorways in Germany.

TOLLS

Light vehicles

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

The so called Trave tunnel and Warnow tunnel make an exception. The use of both tunnels has to be paid by all vehicles.

Heavy vehicles

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

Subject to the road toll are all goods vehicles or goods vehicle combinations exclusively intended for road haulage whose maximum permissible weight - including trailer - is 7,5 tons or more.

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 HGK toll:

- buses and coaches,
- vehicles belonging to the armed forces, the police authorities, civil defence 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.

TOLL RATES AND REVENUES

Since the opening in 2005 the tolls were differentiated by pollution classes. As shown in Fig. 2: with the same number of axles, a "polluting" truck can pay up to 102% more toll than a "clean" truck. One will notice that a truck can be classified in a "better" category if it has a filter to reduce its particle emission.

By the end of 2017, toll revenues in the amount of 5,17 billion Euros had been generated, which corresponds to 37,7 billion travelled kilometres.

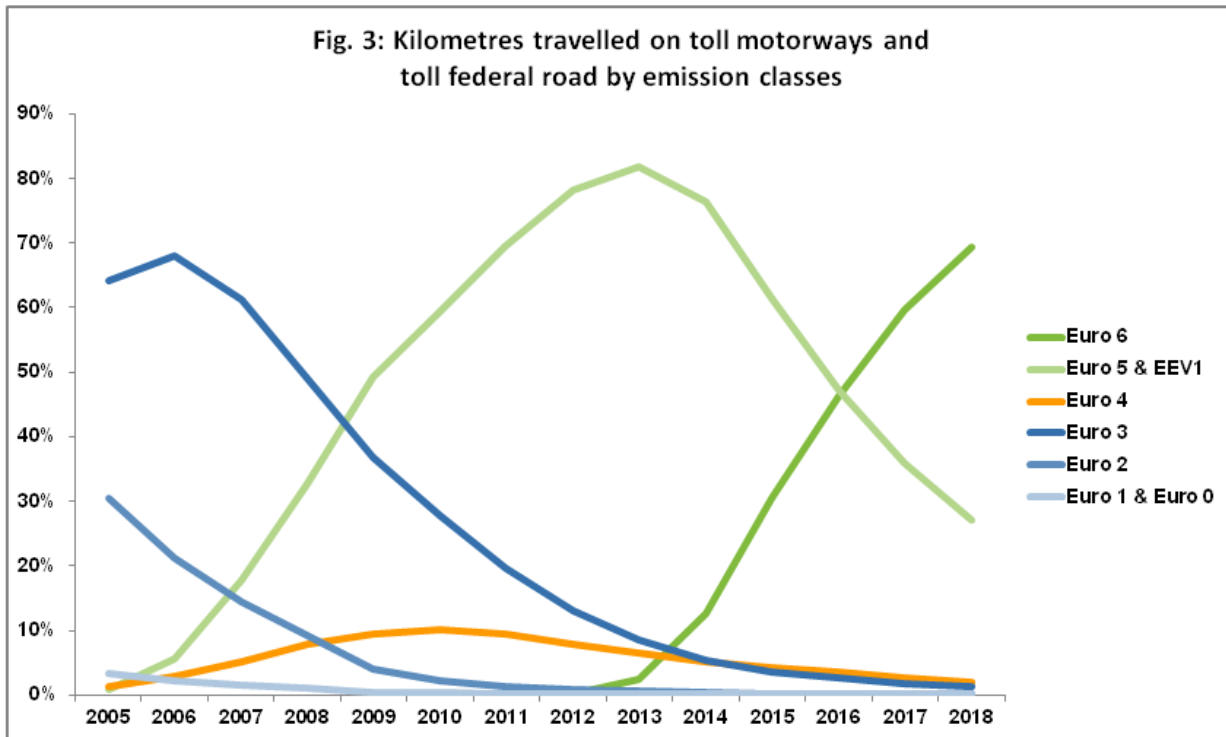
Fig. 2: Toll rates valid from 1st January 2019

Toll rates per kilometre from 1 January 2019					
Emission class	Proportion of toll rate for external costs Air pollution (in cents/km)	Proportion of toll rate for external costs Noise pollution (in cents/km)	Axle and weight class	Proportion of toll rate for Infrastructure (in cents/km)	Toll rate (in cents/km)
Euro 6	1.1	0.2	7.5-11.99 t	8.0	9.3
			12-18 t	11.5	12.8
			>18 t to 3 axles	16.0	17.3
			>18 t from 4 axles	17.4	18.7
Euro 5, EEV 1	2.2	0.2	7.5-11.99 t	8.0	10.4
			12-18 t	11.5	13.9
			>18 t to 3 axles	16.0	18.4
			>18 t from 4 axles	17.4	19.8
Euro 4, Euro 3 + PRC 2*	3.2	0.2	7.5-11.99 t	8.0	11.4
			12-18 t	11.5	14.9
			>18 t to 3 axles	16.0	19.4
			>18 t from 4 axles	17.4	20.8
Euro 3, Euro 2 + PRC 1*	6.4	0.2	7.5-11.99 t	8.0	14.6
			12-18 t	11.5	18.1
			>18 t to 3 axles	16.0	22.6
			>18 t from 4 axles	17.4	24.0
Euro 2	7.4	0.2	7.5-11.99 t	8.0	15.6
			12-18 t	11.5	19.1
			>18 t to 3 axles	16.0	23.6
			>18 t from 4 axles	17.4	24.0

Euro 1, Euro 0	8.5	0.2	7.5-11.99 t	8.0	16.7
			12-18 t	11.5	20.2
			>18 t to 3 axles	16.0	24.7
			>18 t from 4 axles	17.4	26.1

* Particulate reduction classes are retrofitting standards to lower particulate emissions. Particulate reduction class 1 or higher is required for category D; for category C, particulate reduction class 2 or higher is required.

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



MAIN ASECAP KEY FIGURES

Country : Germany	2018	2017
Tolled network length in KM (incl. 37.817 KM federal roads)	50.842	15.306
No. of KM in construction (only new road sections)	-	187,6
No. of KM put in toll service	-	7,5
Forecasts of opening motorways sections in 2017 (length in KM):	-	25,8
Annual toll revenue in million Euros	5.166*	4.684
Permanent staff (FTE)	593	620
Average daily traffic (LV)	-	-
Average daily traffic (HV)**	6.932	6.772
Average daily traffic (LV+HV)	-	-
No. of accidents on motorways	-	Not available
No. of accidents with injuries on motorways	-	Not available
No. of killed on motorways	-	Not available
KM travelled in million KM (HV)	37.727	33.552
No. of toll plazas	0	0
No. of lanes	0	0
No. of GNSS toll sections	143.660	8.585
No. of GNSS OBU Subscribers in thousands	1.176	1.081
No. of rest areas (with stations services)	-	-
No. of rest areas	-	-
No. of restaurants	-	-
No. of hotels	-	-

* Preliminary Value for 2018

**HV >= 7,5t, calculation: average daily charged KM / network KM on motorways

a) Number covers in town/village, out of town/village, and on motorways.