

REPORT 2012

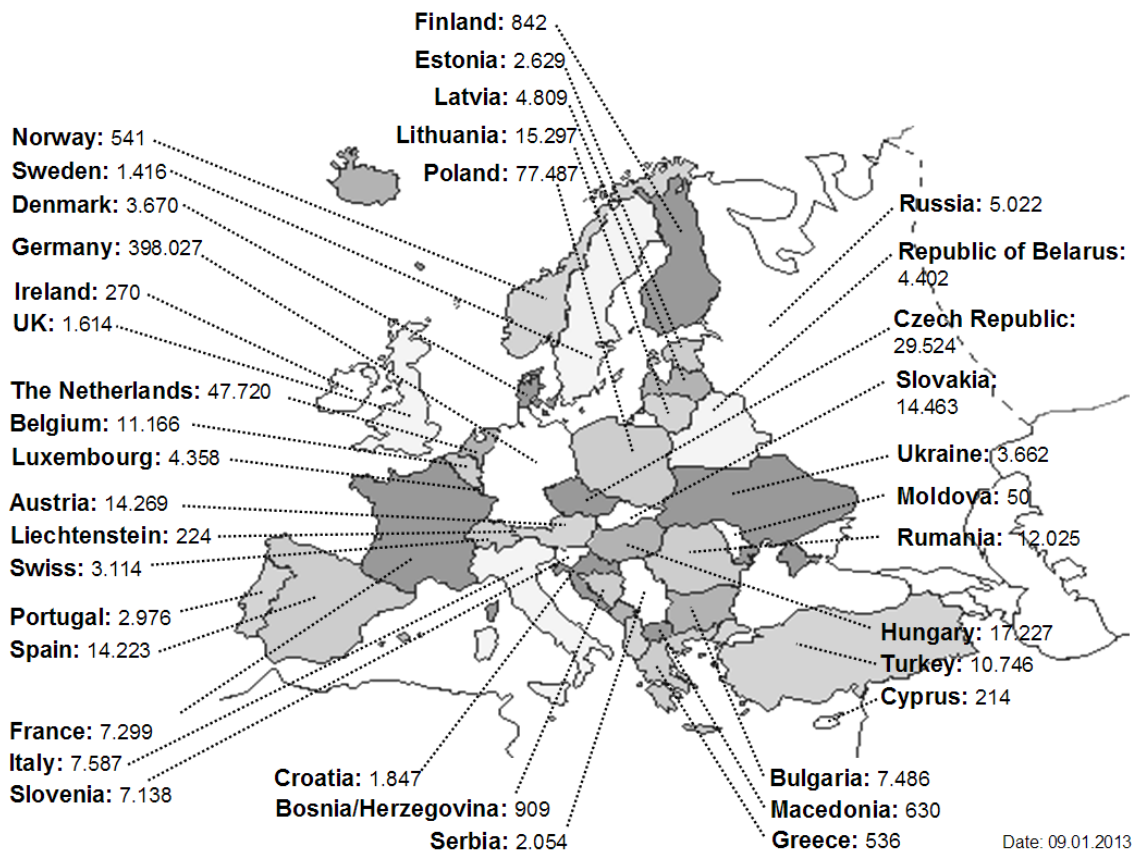
INTRODUCTION

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. 737.700 OBUs are installed in trucks by the end of 2012. Figure 1 shows the distribution of installed OBUs per country.

The system opened on 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.



Date: 09.01.2013

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 6.684 sections (including federal roads) by the end of 2012.

Since August 2012 toll truck was introduced to the federal roads with four and more lanes which have a direct connection to a motorway in Germany.

The federal roads currently represent 1.223 sections and 1.182 km. To add the new toll roads to the system, the OBUs received a wireless update with the new network information through mobile communication.

TRAFFIC

On motorways the average daily traffic / km of trucks which have a total permissible weight of at least 12 tons has decreased from 5.706 in 2011 to 5.591 in 2012. The calculation is made by dividing the total travelled kilometres on motorways by the length of the motorway network and by 366 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.

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

Change of assignment to emissions classes by 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
Category A	S5, EEV class 1	up to 3 axles **	€ 0,141
		4 axles or more **	€ 0,155
Category B	S4, S3 with PMK 2, 3 or 4	up to 3 axles **	€ 0,169
		4 axles or more **	€ 0,183
Category C	S3 without PMK, S2 with PMK 1, 2, 3 or 4	up to 3 axles **	€ 0,190
		4 axles or more **	€ 0,204
Category D	S2 without PMK, S1 and vehicles not assigned to a pollutant emission category	up to 3 axles **	€ 0,274
		4 axles or more **	€ 0,288

Fig. 2: Toll rates

*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 vehicles subject to tolls.

** Axles – a tandem axle counts as two axles, a tri-axle counts as three axles.

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:

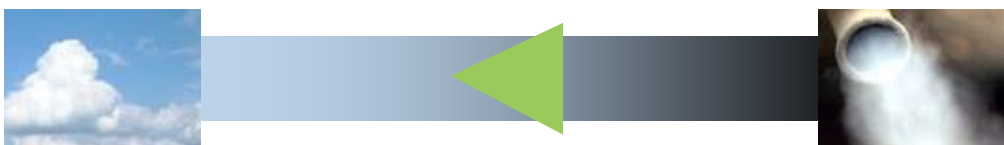
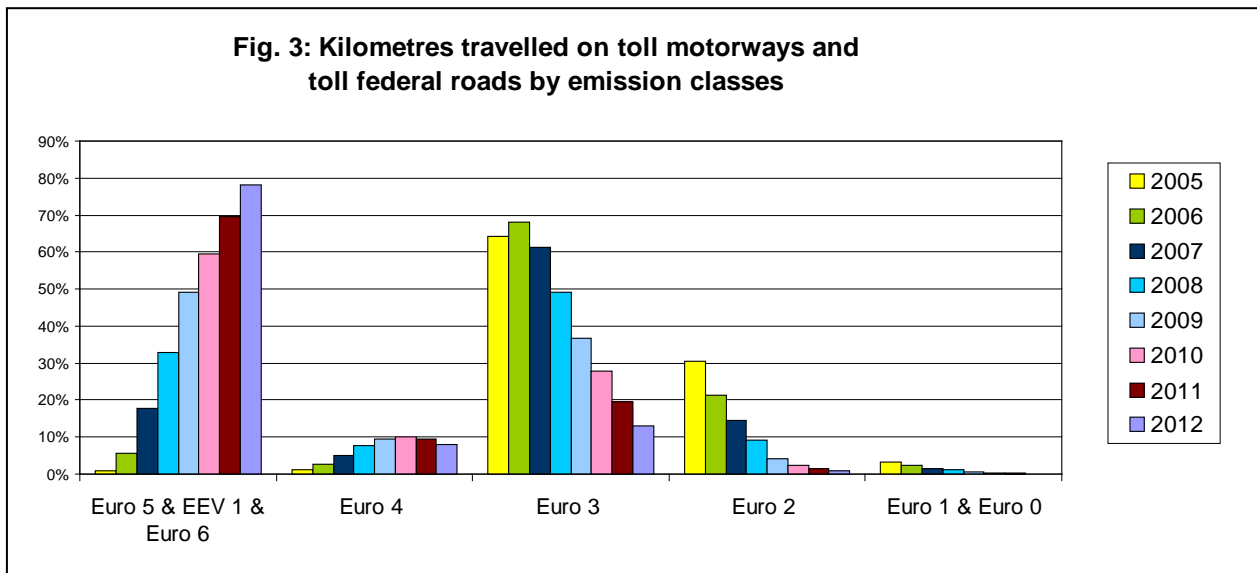
- buses and coaches,
- vehicles belonging to the armed forces, the police authorities, civil defence and emergency response organizations, the fire brigade and other emergency services, plus Federal Government vehicles,
- vehicles used exclusively for road maintenance purposes, including road cleaning 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.

Since the opening in 2005 the tolls were differentiated by pollution classes. This has been stressed on the January 2009: with the same number of axles, a “polluting” truck can pay up to 94% more toll than a “clean” truck, as shown in Fig. 2. 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 2011 toll revenue totalled 4,5 billion Euros (gross). By the end of 2012, toll revenues in the amount of 4,4 billion Euros had been generated.

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



**MAIN ASECAP KEY FIGURES
GERMANY**

Country : Germany	2012	2011
Tolled network length in KM (incl. 1.182 KM federal roads)	13.999	12.812
No. of KM in construction (only new road sections)	<i>Not yet available</i>	179
No. of KM put in toll service	1.187	24
Forecasts of opening motorways sections in 2012 (length in KM):	<i>Not yet available</i>	<i>Not yet available</i>
Annual toll revenue in million Euros	4.364	4.498
Permanent staff	550	515
Average daily traffic (LV)	-	-
Average daily traffic (HV*)	5.591	5.706
Average daily traffic (LV+HV)	-	-
Total number of accidents	-	-
No. of personal injury accidents	-	-
No. of dead	-	-
KM travelled in million KM (HV*)	26.591	26.685
No. of toll plazas	0	0
No. of lanes	0	0
No. of GNSS toll sections	6.684	5.531
No. of GNSS OBU Subscribers in thousands	738	704
No. of rest areas (with stations services)	-	-
No. of rest areas	-	-
No. of restaurants	-	-
No. of hotels	-	-

*HV >= 12 t, calculation: average daily charged KM / network KM