

# REPORT 2013

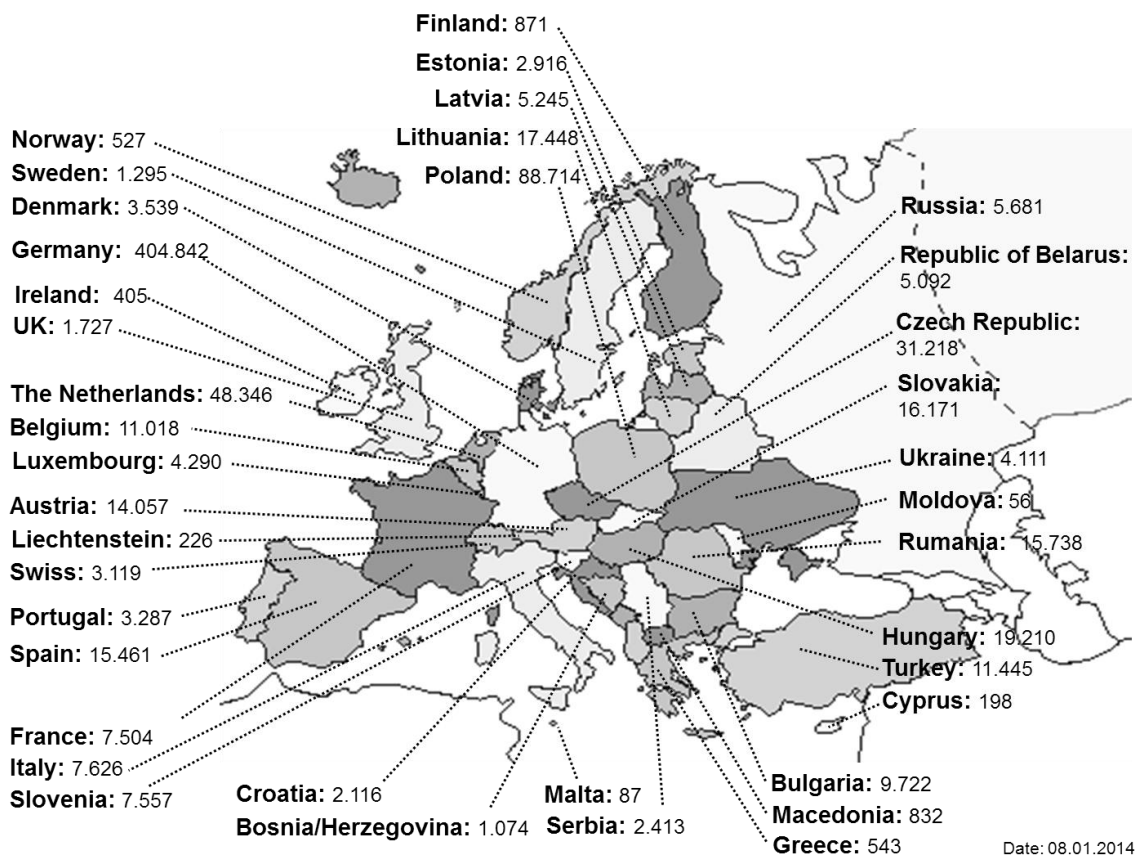
## INTRODUCTION

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. 776.000 OBUs are installed in trucks by the end of 2013. Figure 1 shows the distribution of installed OBUs per country.

The system opened on 1<sup>st</sup> 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: 08.01.2014

**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 6.745 sections (including federal roads) by the end of 2013.

Since 1<sup>st</sup> 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 1.273 sections and 1.221 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 increased from 5.591 in 2012 to 5.644 in 2013. 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).

## 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.

Emission classes as per Federal Trunk Road Toll Act				
	Category A	Category B	Category C	Category D
From 1 January 2009	S5, EEV 1, S6	S4, S3 with PMK* 2, 3 or 4	S3 without PMK*, S2 with PMK* 1, 2, 3 or 4	S2 without PMK*, S1 and vehicles not assigned to an emission class

Toll rates per kilometre			
Category	Emission class	Axles	Rate (€)
Category A	S5, EEV class 1, S6	up to 3 axles**	0,141 €
		4 or more axles**	0,155 €
Category B	S4, S3 with PMK 2, 3 or 4	up to 3 axles**	0,169 €
		4 or more axles**	0,183 €
Category C	S3 without PMK, S2 with PMK 1, 2, 3 or 4	up to 3 axles*	0,190 €
		4 or more axles**	0,204 €
Category D	S2 without PMK, S1 and vehicles not assigned to an emission class	up to 3 axles**	0,274 €
		4 or more axles**	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 1<sup>st</sup> 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**

By the end of 2013, toll revenues in the amount of approximately 4,4 billion Euros had been generated.

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

**Fig. 3: Kilometres travelled on toll motorways and toll federal roads by emission classes**

