

Introduction of a tolling scheme based on emission classes in Austria

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Content

- | Tolling in Austria
- | Introduction of the planned system
- | The new tariff scheme
- | Implementation project
- | Discussion



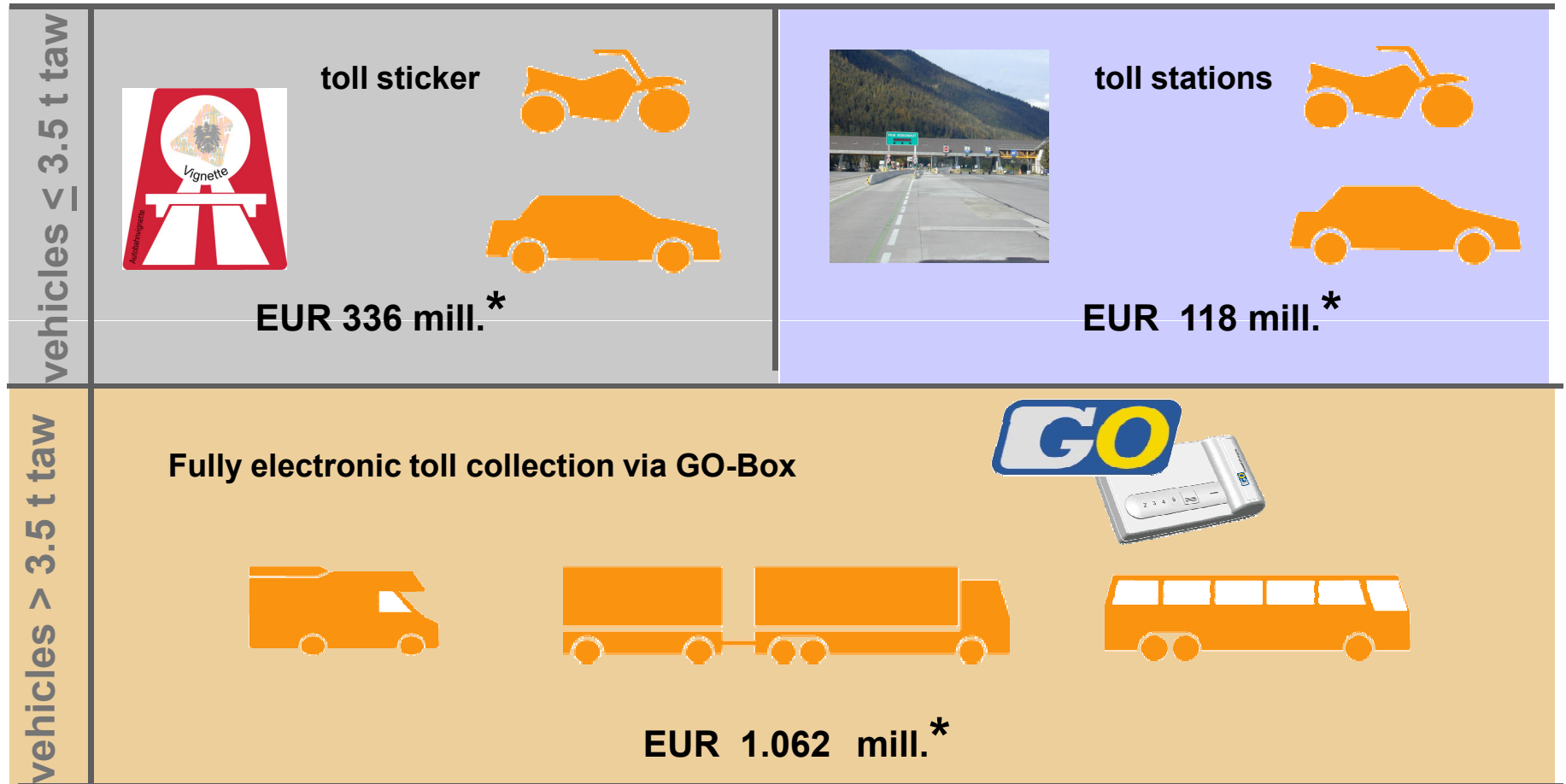
ASFINAG road network and projects



2,104 km in operation
140 km passenger car distance-dependent toll („special toll“)
400 km being planned or under construction



Toll systems in Austria: Survey and proceeds



*) net proceeds in 2008, rounded



ASFINAG's will introduce a tariff scheme based on emission classes by beginning of 2010

- | Currently used tariff scheme for vehicle > 3,5 tons is only dependent on number of axles of the vehicle + trailer
 - | Category 2 (2 axles) - 0,158 € / km
 - | Category 3 (3 axles) - 0,2212 € / km
 - | Category 4 (4 axles) – 0,3318 / km
- | Yearly price adaptations based on the consumer price index
- | Austrian Government agreed in compliance with the Eurovignette Directive to make toll tariffs dependent on environmental aspects
- | 2008 ASFINAG launched two projects:
 - | One project dealing with economic issues and the design of the tariff scheme:
 - | Internal and external experts
 - | Result is a mathematical simulation model for different tariff possibilities and a proposal for the best identified tariff scheme
 - | One project dealing with the processes and the necessary technical adaptations
 - | Declaration and enforcement processes
 - | Adaption of tolling infrastructure and central IT-systems
- | Start of the environmental tariff scheme by beginning of 2010



The most important principles of the chosen tariff scheme are stable revenues and a clear calculation basis

| | |
|----------|---|
| 1 | Stable revenues and costs |
| 2 | Clear calculation basis |
| 3 | Encouraging of investment in environmentally friendly vehicles |
| 4 | Non-discrimination of local and international vehicles |
| 5 | Transparent, easy system |
| 6 | Flexibility |



The Austrian tariff system relies on three classes and takes into account technical progress

| vehicles > 3,5t gross weight | | 2 Achsen | 3 Achsen | 4 + mehr Achsen |
|------------------------------|------|--------------|--------------|-----------------|
| tariff A (EEV, EURO 6) | -10% | Ct. 14,20/km | Ct. 19,88/km | Ct. 29,82/km |
| tariff B (EURO 4 - 5) | -4% | Ct. 15,20/km | Ct. 21,28/km | Ct. 31,92/km |
| tariff C (EURO 0 - 3) | 10% | Ct. 17,40/km | Ct. 24,36/km | Ct. 36,54/km |
| basetariff 2009 | | Ct. 15,80/km | Ct. 22,12/km | Ct. 33,18/km |

- | 3 tariff classes
- | Tariffs for old vehicles higher
- | Two bonus stages compared to current situation
- | Total tariff spread starting at 20% and increasing

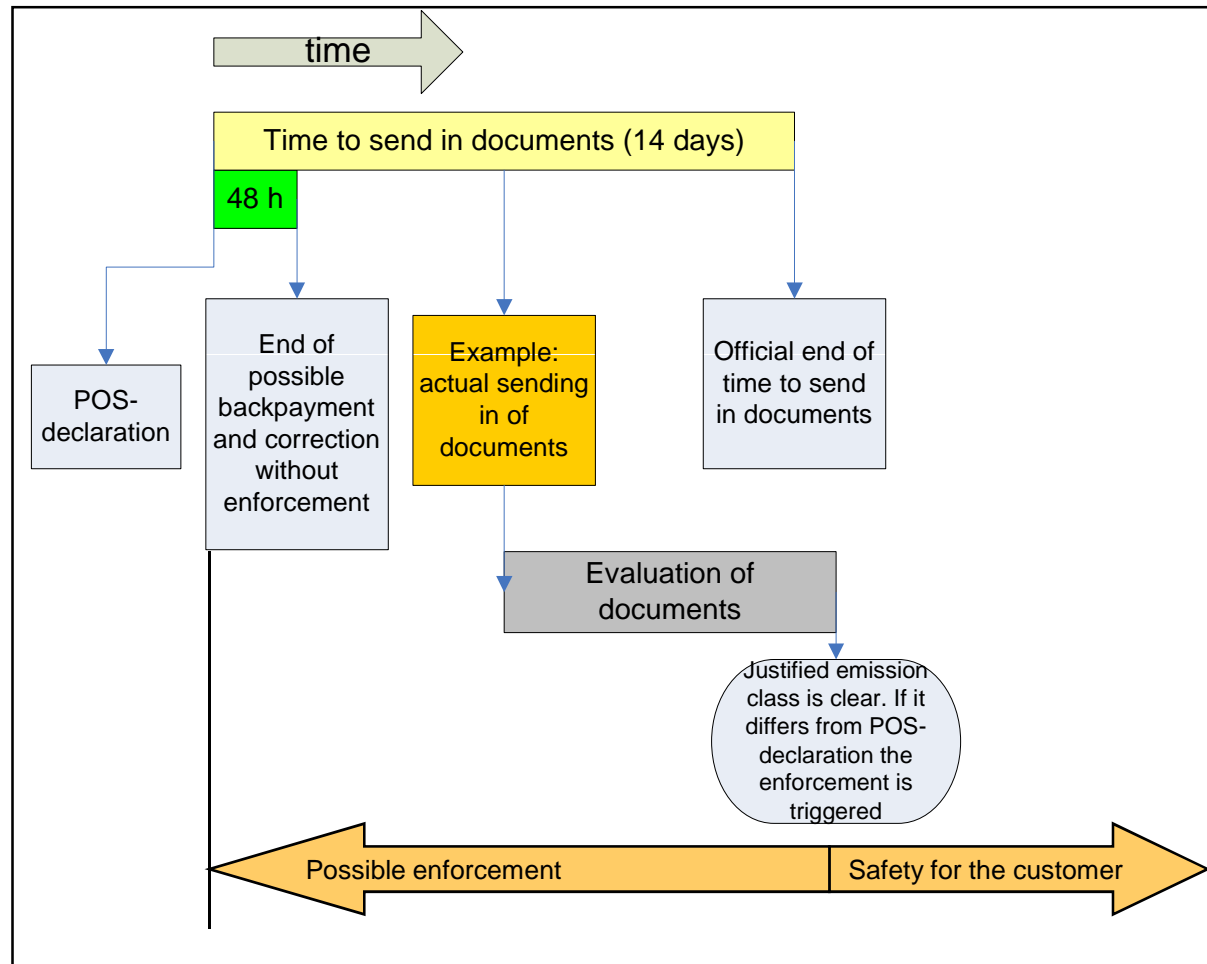


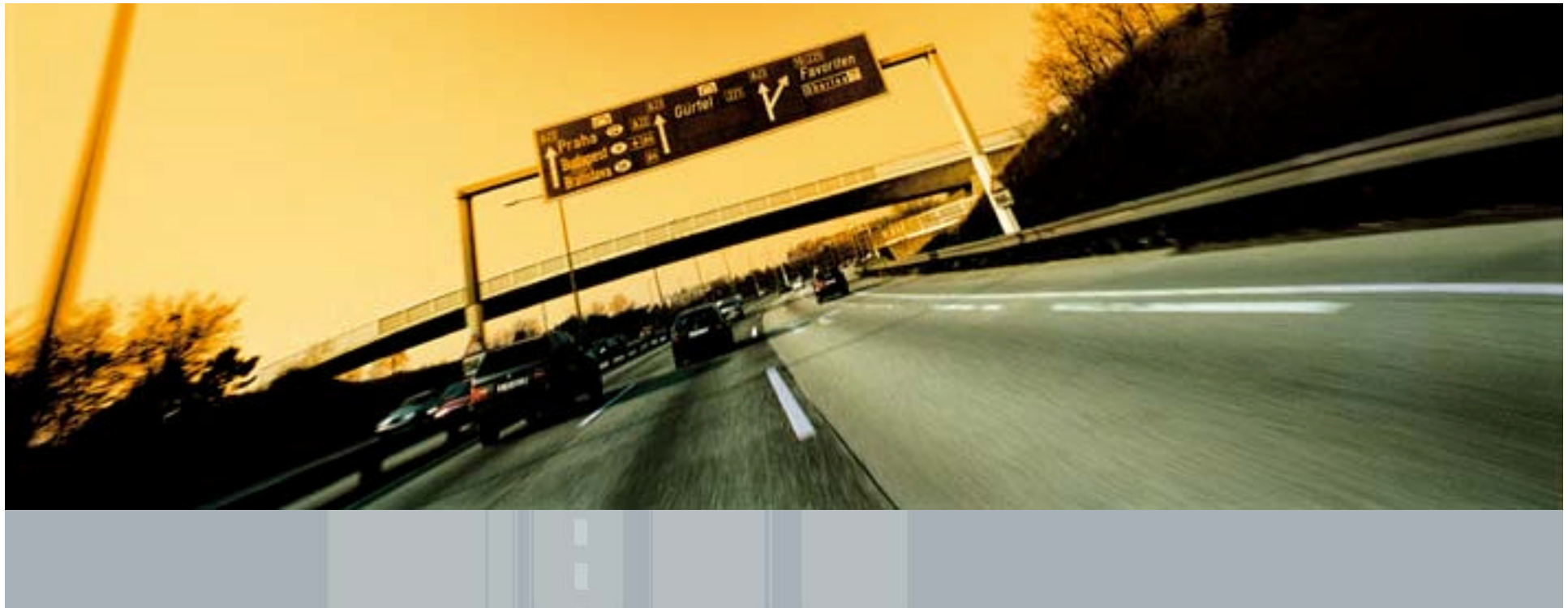
Basic principles for the chosen solution are efficiency and customer satisfaction

- 1 Declaration by drivers at the point of sale, no central declaration
Customer benefits immediately from the chosen emission class after POS-declaration
- 2 Declaration centrally verified by to ASF|N|A|G via relevant documents
If no documents are sent in within a specified period, enforcement is triggered
- 3 Evaluation of relevant documents performed centrally by ASF|N|A|G staff
Sending in of documents in advance is supported too (useful for bigger fleets).
- 4 Devices for reduction of particle emission do not qualify for a better emission class
Reason: Other relevant emission parameters are not improved and evidence of such upgrades is hard to prove
- 5 Enforcement is based on evidence pictures and reaches from the wrong POS-declaration to end of document examination
- 6 User friendly processes are supported (e.g. change of license plate info on OBU or change of other master data including emission class) Those processes require a new cycle of sending in documents within a specified period and checking them
- 7 Enforcement is usually performed via written offers of compromise. In addition mobile enforcement is used. The driver is obliged to check, if he uses the right OBU in the right vehicle via a certificate that is printed during POS-declaration.



With positive result of the document evaluation the customer has the safety, that the declared emission class is accepted as justified





Thank you for your attention!

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