

# REPORT 2007

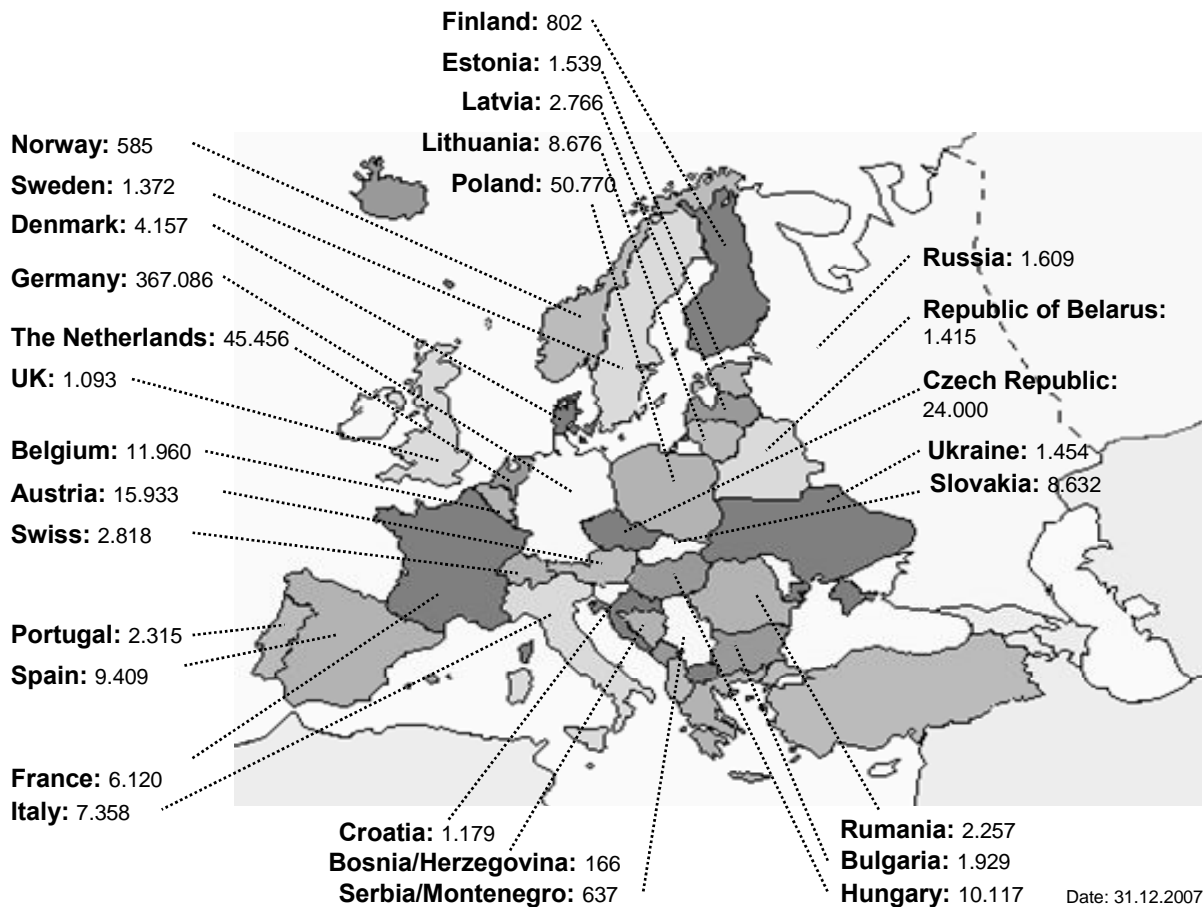
## INTRODUCTION

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. 610,000 trucks had an OBU installed on 31<sup>st</sup> December 2007. 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.



**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 reached 5,391 sections (one direction) by the end of 2007.

Since 01 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 the 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.

The average daily traffic / km of trucks which have a total permissible weight of at least 12 tons has risen from 5,784 in 2006 to 5,991 in 2007. This is a percentage increase of 3.6 %. 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.

<b>Emission categories in accordance with the German Toll Rate Ordinance (Mauthöheverordnung – MautHV)</b>			
	<b>Category A</b>	<b>Category B</b>	<b>Category C</b>
<i>1 Oct. 2006 to 30 Sept. 2009</i>	<i>S5 and EEV class 1</i>	<i>S4 and S3</i>	<i>S2, S1 and vehicles not assigned to an emissions class</i>
<i>After 1 Oct. 2009</i>	<i>EEV class 1</i>	<i>S5 and S4</i>	<i>S3, S2, S1 and vehicles not assigned to an emissions class</i>

<b>Toll rates to 30 September 2008</b>		
	<i>Vehicles and vehicle combinations with up to three axles*</i>	<i>Vehicles or vehicle combinations with four or more axles*</i>
<b>Category A</b>	<b>€ 0.10</b>	<b>€ 0.11</b>
<b>Category B</b>	<b>€ 0.12</b>	<b>€ 0.13</b>
<b>Category C</b>	<b>€ 0.145</b>	<b>€ 0.155</b>

**Fig. 2: Overview emission categories and toll rates**

**TRAFFIC**

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 organisations, 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 organisations to transport humanitarian relief supplies to alleviate an emergency situation.

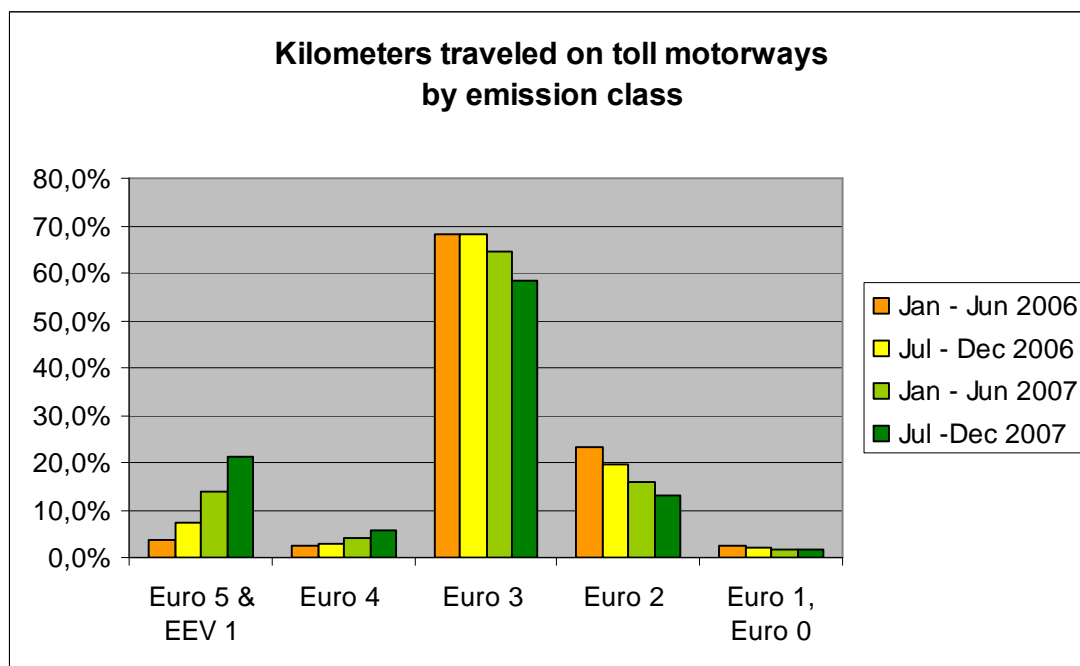
On 01 September 2007 new toll rates were introduced in Germany. The new rates represent an increase by 1.1 Eurocents per kilometre. To implement the changed rates, the OBUs received an update with the new tariff information through the mobile communications network (GSM).

Part of the increase, 0.45 Eurocents, is valid until 30 September 2008 and will be used to provide financial incentives to purchase heavy goods vehicles with particularly low levels of pollutant emissions. The aim is to incentivise companies to convert their fleets to new vehicles that meet EC emissions recommendations (EURO standard) even if they are not yet mandatory. 25 million Euros are allocated to the program for 2007 and 75 million Euros for 2008. The other part of the increase (0.55 Eurocents) is used to reduce the motor vehicle tax to the minimum rate permitted by the EU.

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

**REVENUES**

In 2006, gross toll revenue totalled 3.08 billion euros. By the end of 2007, toll revenues totalling of 3.36 billion Euros had been generated.



**Fig. 3: Less polluting trucks in Germany**