The German Truck Charge

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HGV toll system in Germany
Importance of the toll system (1)

- Replacement of the time-related user charge by an distance based toll
- Application of the „user pays“ principle
- Additional relief for public budgets
- Fairer competition between roads and railways
Importance of the toll system (2)

- additional income for funding of transport infrastructure
- more efficient use of transport capacities
- emission-related toll to the protection of the environment
Most important contents of the Act (1)

- HGV with maximum permissible weight of at least 12 t
- charging based on exact number of kilometres
- charges for the use of federal motorways
- possibility to extend tolled road network to specific stretches of federal highways for safety reasons
Most important contents of the Act (2)

- differentiation to axles, categories of pollutant emission
- determination of the toll rate in a legal regulation
- earmarking of the revenues to improve transport infrastructure
Infrastructure costs (Prognos expert opinion)

- Total costs fed. motorways: 7.51 billion €
- Infrastructure costs for HGV on fed. motorways: 3.4 billion €
  - 45% of total costs
  - Result: an average toll rate of 15 cents per kilometre

HGV toll system in Germany
Toll revenue

Amended to Section 11 of the HGV Toll Act

“Expenditure for the operation, monitoring and enforcement of the tolling system shall be paid for out of the toll revenue. The remaining revenue shall be added to the transport budget and all of it shall be ring-fenced to improve transport infrastructure, predominantly federal highway construction.”
Future tolled road network (forecast for 2003)
Federal motorways
Length approx. 12,000 km
Interchanges 2213
Junctions 251

HGV liable to pay tolls
approx. 1.2 to 1.4 mio, of which approx. 400,000 to 500,000 are foreign ones

Mileage subject to tolls
approx. 22.7 bn vehicle km per year, of which approx. 35 % are performed by foreign vehicles

HGV toll system in Germany
The German toll system will fulfil the following requirements:

- no system-inherent intervention in the traffic flow:
  - no system-inherent stopping,
  - no compulsory toll lanes,
  - no speed limits as a result of toll collection.

- non-discriminatory access for foreigners (EU law)
# System structure

<table>
<thead>
<tr>
<th>Tolling system</th>
<th>Dual toll collection system</th>
<th>Automatic toll collection system</th>
<th>Booking system</th>
<th>Enforcement system</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Manual</td>
<td>Others</td>
<td></td>
</tr>
</tbody>
</table>

Satellite-based positioning system

HGV toll system in Germany
Automatic Toll Collection - Satellite-based positioning system (GPS) and virtual collection points

GPS  - Global Positioning System
GSM  - Global Standard for Mobile Communication
AS   - access point

HGV toll system in Germany
Booking system

Toll terminals
- over 3,500 at truckstops, filling stations and borders
- vehicle and route data, time of use
- local currency at location, €, credit/petrol cards

Online
- for registered customers
- booking in advance

Call centre for customer services

HGV toll system in Germany
Basic assumptions
Enforcement of toll payment

• **Objective:**
  - to guarantee an optimum amount of toll revenue by achieving a high degree of compliance (i.e. toll evaders comprising less than 5% of all drivers checked)

• **Solution:**
  - effective spot checks and appropriate fines
Four types of check

- automatic checks supported by video,
- stationary checks following automatic checks,
- mobile checks,
- checks in the transport operators‘ companies.
Interoperability

- OBUs include a DSRC interface that meets European standards
- Possible to achieve interoperability
- Federal Government welcomes proposal for a Directive on the interoperability of electronic toll systems
Value-added services

Decision on value-added services:

– at a later stage
– must take into account fair competition
– must, if it is in favour of these services, provide for a separation between toll collection and value-added services
Importance of the HGV toll

- HGV toll system: an important step away from a purely tax-funded towards a user-funded system

- Establishing a toll system, which does not require installation of toll collection portals

- Possibility of implementing of Europe-wide charging policy

- Key for future value-added services