

German National, Usage-Based Lorry Road User Charging Scheme

Toll Collect Fact Sheet

Toll Collect, Germany

Launch date	1st January, 2005
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Profile of charged road infrastructure¹

Length of tolled road network at launch	>12,500km
Road types	Mainly motorways, >200 km 'A' roads
Number of motorway network junctions	2,200
Motorway interchanges	250
Rural charge segments (proportion of total)	35%
Sub-urban charge segments (proportion of total)	50%
Urban charge segments (proportion of total)	15%

Users

Liabile charge-payers	HGVs >12 tonnes
Liabile charge payers	Approximately 1,500,000 per year
Registered vehicles	938,000 ¹
Registered users	122,000 ¹
Foreign HGVs	38% ¹
Driven km charged	Approx. 100 billion ¹

Charges¹

Structure	By number of axles and engine emission class
Lowest per km charge	€0.10 = (3 axles, ≥EC V & EEV engines)
Highest per km charge	€0.155 = (4 axles, ≤EC I & II engines)
Average per km charge	€0.135

Payment methods

Manual	Internet route booking in advance
	Route booking in advance at a kiosk
	Route booking in advance via call centre
Automatic	Installation of On Board Unit (OBU)
Manual payment kiosks	3,600 ²
Installed OBUs (GPS and DSRC enabled)	650,000 ¹

¹ End-2008

² At launch

Billing and revenues

Charge statements issued	1,128,900 ³
Revenues raised	2005: €2.86 billion 2009: >€5 billion ³
Reinvestment policy for revenues raised	50%: Road infrastructure 38%: Rail infrastructure 12%: Waterways
Income via automatic charging	>90% ⁴
Income via manual bookings	<10% ⁴
Average bills queried	0.06% ³
Refunds	€79,000 ³
Collection rate (bills and fines)	>99% ⁴

Performance / costs

System accuracy (continuously, independently audited)	99.75% ⁴
Operating costs	<10% ⁵
OBU communications costs	€3.00 - €3.50 per OBU per month ³ (this is set to reduce to around € 1.00 per OBU per month by 2010)

Enforcement

Proportion of vehicles screened	Approx. 10%
Number of vehicles screened	18,400,000 ³
Offending rate	<2% ³
Maximum fine	€20,000 ⁴
Typical first time offender penalties	
Haulage firm	€200 (negligence) / €400 (intentional) ⁴
Owner driver	€100 (negligence) / €200 (intentional) ⁴

Haulage industry outcomes³

Increase in loaded runs	2.1%
Reduction in empty runs	11%
Increase in rail freight	7%

Environmental outcomes

Cleanest S5 and EEV engines	End-2005 = 1% End-2008 = 40%
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29 April, 2009

³ 2007

⁴ 31st May 2007

⁵ Estimated 2009 projection