Austrian Ministry of Transport,
Innovation and Technology

Charging of heavy vehicles in Austria

Experience and View

Barcelona, April 2008

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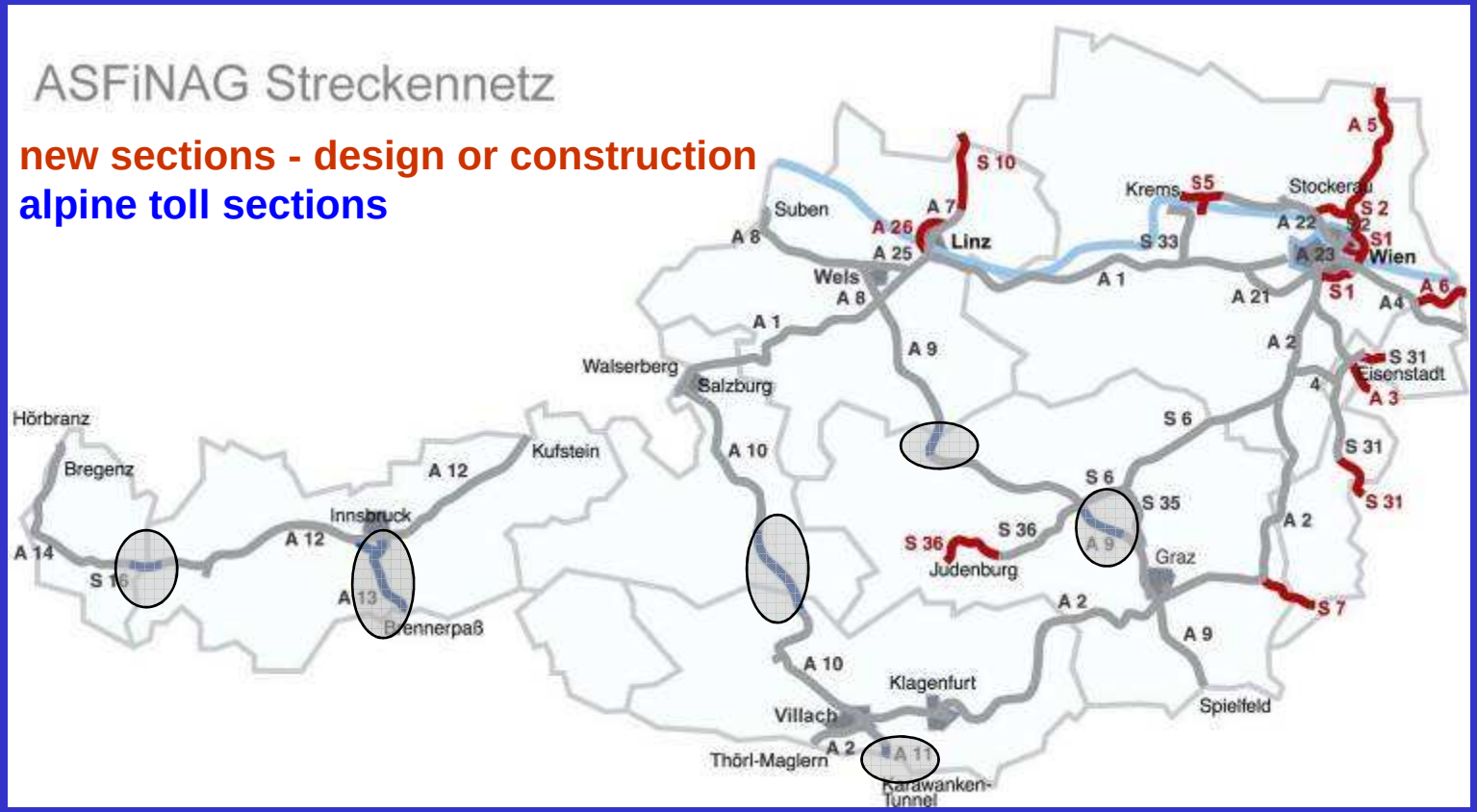
01.01.2004 successful start of an electronic charging system on motorways and express roads



network of 2100 km including 146 km alpine toll sections

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euro viñeta

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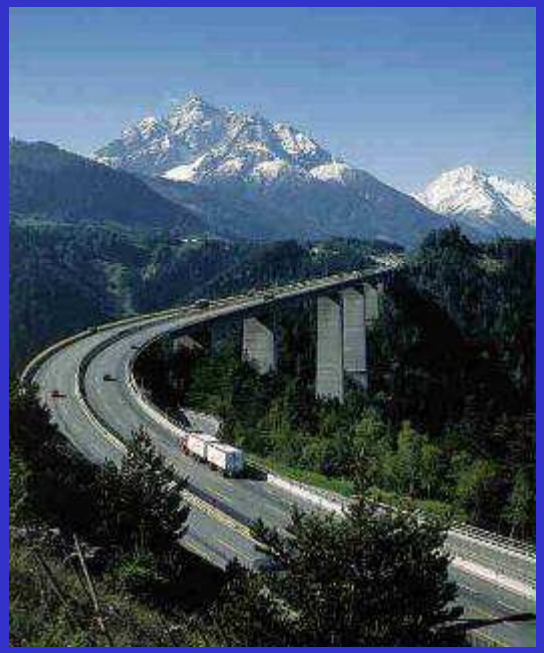
bmvit

Motorway tolling in Austria has tradition

1968 start of the first credit-financed toll motorway



A 13 Brenner Motorway connecting Austria and Italy via the Brenner pass (1380 m above sea level)

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Government decision mid of 1990s

Due to increasing problems on road-financing the Austrian government decided to introduce:

- **a vignette-system for light vehicles** (up to 3,5 t)
  except on the alpine toll sections, where toll remained
- **an electronic, kilometre based charging system**
  for heavy vehicles with more than 3,5 t gross weight

on all motorways and express roads
(existing and new network)

Parliament agreed a first law concerned in 1996

which was replaced by a more detailed legal act in 2002

Responsibility on the tolled network

1997 given by law to ASFINAG, 100% state owned

existing since 1983, as a financing company

new definition of ASFINAG‘s responsibilities for motorways and express roads,

- **design, construction, maintenance, operation, financing**
- **ownership on the existing toll companies**
- **transfer of motorway debts (5660 Mill.EUR) to ASFINAG**
- **right by contract for toll collection on the entire network**
- **no support from the budget, but toll revenue earmarked**
- **order to prepare and to introduce an EFC-System**

General requirements for the toll system

- No excessive formalities for access
- No obstacles at internal EU-borders
- No obstruction of traffic (multilane, free-flow)
- Target: Interoperability to other systems

➔ **Electronicly operated system!**

no toll technology excluded in advance

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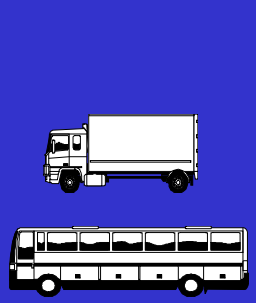
Change of the charging system



	≤ 3.5 t	≤ 12 t	> 12 t
2003	Vignette	Vignette	User fee
2004	Vignette	Distance-based toll	

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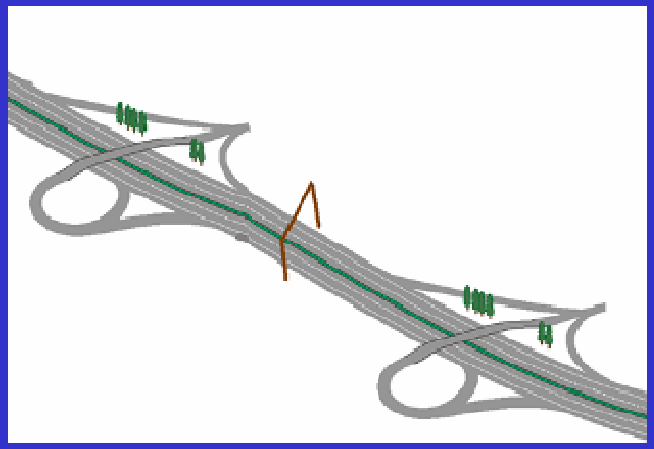
How the system works

open toll collection system



more than 800 Toll Gantries

GO-Box for 5 EUR at more than 200 POS

100 perm. Enforcement Gantries

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Toll rates by vehicle classes

based on an infrastructure-cost-calculation

fixed in a decree by the minister of transport

liable to 20% VAT



EUR per Km	Vehicle class 2	Vehicle class 3	Vehicle class 4
Axles	2	3	4 + more
rates 2004	0,130	0,182	0,273
rates 2007	**0,155**	**0,217**	**0,3255**
Relation	1	1,4	2,1

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Goals and expectations to the toll system

Main objective: Financing of motorway-network

revenue in the first year (2004) **760 Mill EUR**

600 Mill EUR from the network not tolled in the past

Secondary effects:

- **slowing down the growth of road freight-traffic**

Distance travelled becomes financially more important than in the past

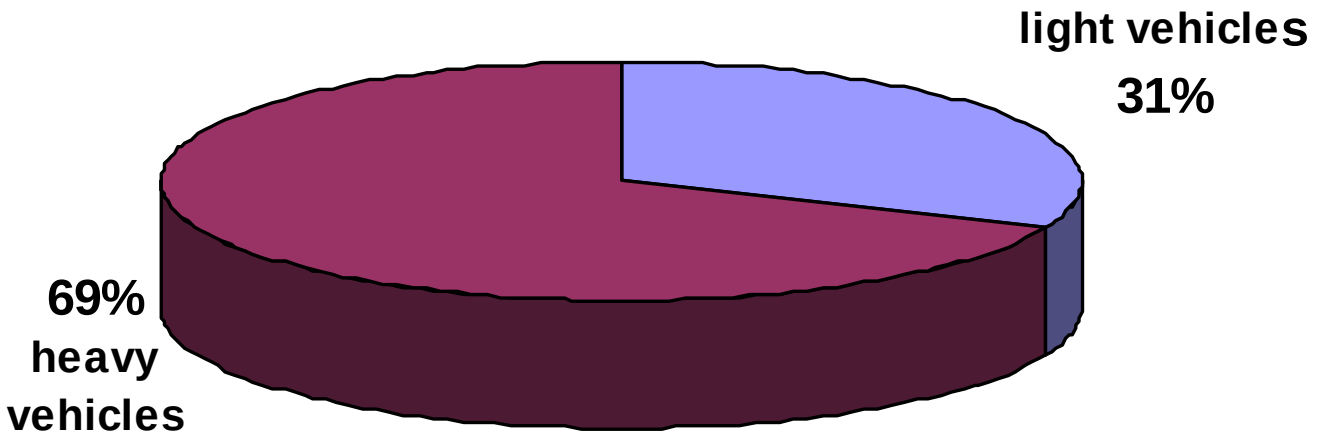
Expected reactions of transport sector:

- **better logistic, reduction of empty trips**
- **better use of loading capacities**
- **use of other transport modes**

no significant results yet

share of toll revenue

total 2007 1.440 mill EUR



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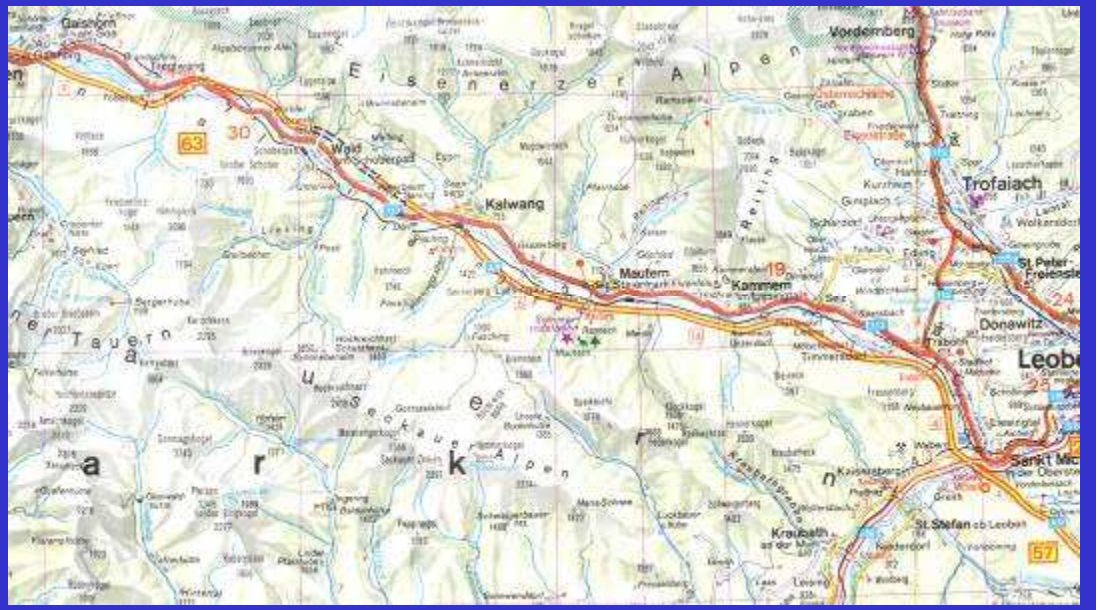
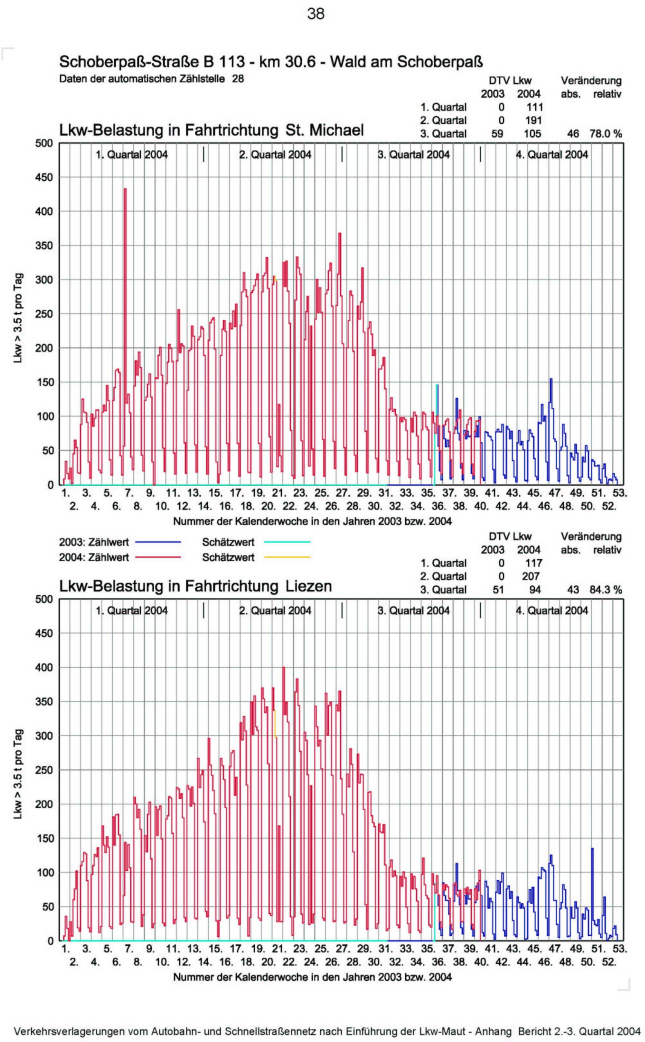
Traffic diversion due to tolling

Trunk road in parallel to A9 motorway





Traffic increased after start of toll system but could be reduced to previous size by driving and weight restrictions

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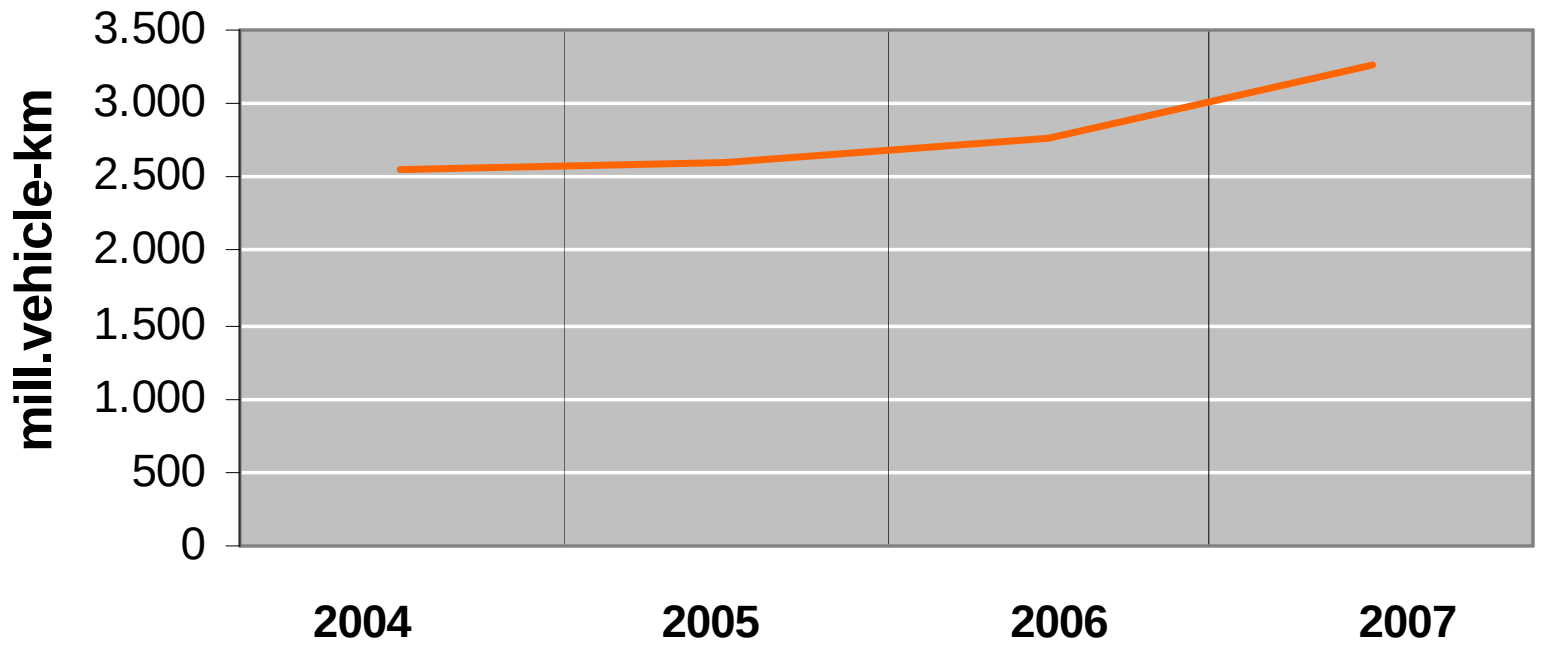
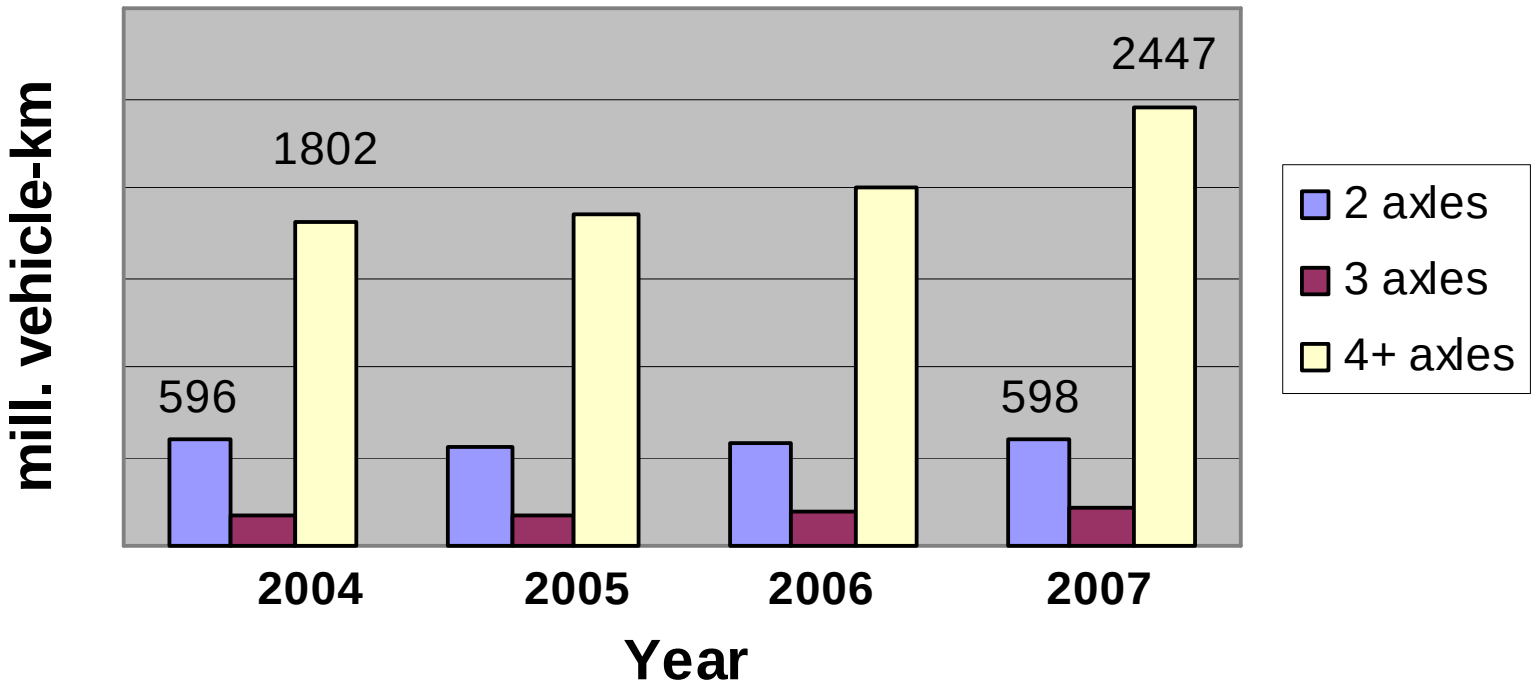
traffic performance of heavy vehicles on the charged network



Traffic performance by vehicle class



Experience with the tolling system

after 4 years of operation

- **more than 600.000 Go-boxes active;** 850 distributed
- **more than 3.000 user-contracts with Swiss OBU (Interoperability)**
- **high performance rate (> 99,9 %)**
  also in case of heavy winter conditions
- **1,8 Mio toll transactions (average) per workday**
  2,0 Mio during peak time
- **85 % revenue by post-payment** (petrol- or credit cards)
  15 % revenue by pre-payment (electronic money)
- **revenue 2007: 98**0 Mill EUR
- **violation (average) less than 1000 cases daily**
- **at the start of the system 2-3% traffic diversion**
- **user acceptance high (because system is user-friendly)**

Mark up on toll rates

The eurovignette directive opens the possibility to add in exceptional cases a mark up on the toll of a specific road section in mountains

- **If the use of this section causes significant environmental demage or congestion problems**
- **If the revenue from the mark up is invested in a TEN-project of high priority in the same corridor alleviating the environmental situation**
- **If the mark up does not exceed 15% (25% for cross-border projects) of the weighted average toll**

➢ **Austria applied such a mark up on the A13 motorway to co-finance the realisation of a 56 km long railway base tunnel connecting Austria and Italy under the Brenner pass**

Conclusions

The charging system on Austrian motorways is probably not a sufficient solution for sustainable transport, but it is an important step towards

It guarantees the financiation of the high level road network

It had been implemented within 18 months
in spite of hard opposition at the beginning

is now well accepted by the users
because of an experienced technology
a simple understandable and fair system
with low equipment costs for the users

View to the future

The charging system differentiates by the maximum gross weight and by the number of axles, but not yet by the EURO emission class.

As the Eurovignette directive requires member states to vary toll rates by EURO Emission class no later than 2010,

Austria will introduce such a variation mid of 2009

Austria does also very much support the EC intension to internalise external costs for the calculation of charges and would appreciate an amendment concerned of the Eurovignette directive

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for further information
do not hesitate to contact me

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or visit the web site
of the Austrian toll operator
www.go-maut.at

Thank you for your attention

Barcelona, April 2008