

Toll Collection in Austria a contribution to sustainable freight transport?



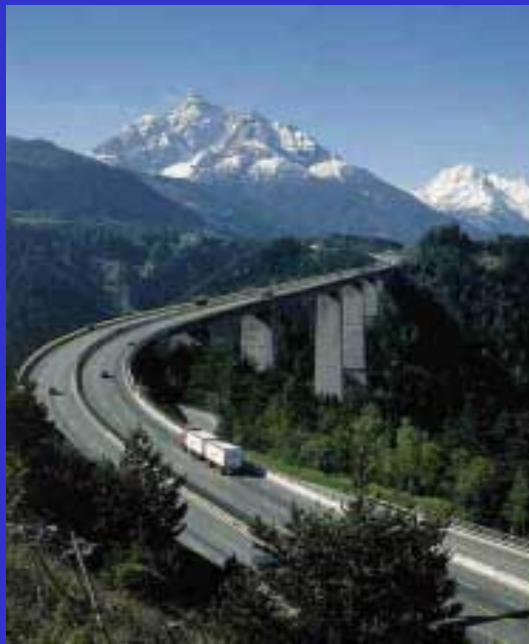
01.01.2004 successful start of toll collection on network of 2000 km motorways and express roads



**including the alpine toll sections
146 km**

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 1300 m high Brenner pass**

Governmental decision mid of 90s

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

- a vignette-system for passenger-cars**
- an electronic, distance-related toll-system
for all vehicles with more than 3,5 tons weight
on all motorways and express roads
(existing and new network)**

**Parliament agreed a first law concerned in 1996
was replaced 2002 by a more detailed law**

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 depths for motorways (5660 Mio.€) to ASFINAG**
- **right by contract for toll collection on the entire network**
- **no budgetary support, 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
- **Electronically operated system!**
no technology excluded in advance

Change of the charging system

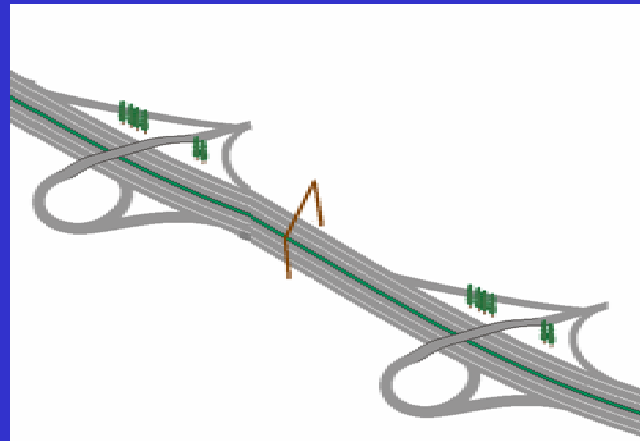


| | $\leq 3.5 \text{ t}$ | $\leq 12 \text{ t}$ | $> 12 \text{ t}$ |
|------|----------------------|----------------------------|------------------|
| 2003 | Vignette | Vignette | User fee |
| 2004 | Vignette | Distance-based toll | |

How the system works



GO-Box for 5 € at more than 230 POS



420 Toll Gantries
100 Enforcement Gantries



Sustainable freight transport in sensitive areas



Vienna, 27th October 2004

Toll rates by vehicle classes

based on an infrastructure-cost-calculation

2002 fixed in a decree by the minister of transport

liable to 20% VAT



| | Vehicle class 2 | Vehicle class 3 | Vehicle class 4 |
|---------------------|-----------------|-----------------|-----------------|
| Axles | 2 | 3 | 4 + more |
| Toll rates €/ km | 0,130 | 0,182 | 0,273 |
| Relation | 1 | 1,4 | 2,1 |

Goals and expectations to the toll system

Main objective: Financing of motorway-network

expected revenue in the first year 740 Mio €

600 Mio € 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

Reactions of transport sector:

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

Experiences with the toll system

9 months after start of operation

- more than 430.000 Go-boxes distributed
- 3.000 user-contracts with Swiss TRIPON-Box
- high performance rate (> 99,9 %)
also in case of heavy winter conditions
- 1,8 Mio toll transactions (average) per workday
- 15 % revenue by pre-payment
- 85 % post-payment (petrol- or credit cards)
- revenue as expected
- ~ 800 violators daily (average)
- less than 2% toll-dodgers
- user acceptance high (because user-friendly)
in spite of some local traffic diversion

Conclusion

**Toll Collection on Austrian motorways
is not THE solution for sustainable freight transport
but it is an important step towards**

**Implemented in spite of
hard oposition at the beginning**

**now well accepted by the users
because of experienced technology
simple and understandable system
with low equipmentcosts for the users**