

Mobility Taxes in Germany – Experience and recent developments

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Agenda

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Mobility Taxes in Germany – Overview

User Financing – The German Tolling Scheme for HGVs

- Introduction
- Objectives (and results)
- Costs and revenues

Recent Developments



Mobility Taxes

Overview

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1. Fuel Duty

- Federal tax
- Revenue approx. € 40 billion p.a. (Energy tax)
- Tax rates: petrol - 65,45 Cent/litre; diesel - 47,04 Cent/ litre

2. Motor Vehicle Tax

- Federal Tax since 2009 (before 2009: state tax)
- Revenue approx. € 8.5 billion (2010)
- Rates depending on displacement, weight and/ or emission class

3. Distance-based toll (HGVs > 12t) ("LKW-Maut")

- Federal Charge
- Revenue approx. € 4.5 billion (2010)
- Tariffs depending on axles and emission class, € 0,140 - € 0,287 per kilometer

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Tolling Scheme for HGV

Introduction/ Design

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- Distance-related charge for HGVs (> 12 t) on German motorways („Autobahnen“) (approx. 12,000 km)
- Private operator (Toll Collect) for pre-financing, implementing and operating the whole system for 12/ 15 years
- Barrier-free, electronic collection of toll based on GPS/ GSM technology (90% of users)
- Manual back-up system/ terminals (10% of users)
- Enforcement
 - Automatic (300 permanently installed enforcement gantries)
 - 300 mobile control vehicles
 - On-site inspections on company level (in Germany only)

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Tolling Scheme for HGV

Introduction/ Responsibilities

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BMVBS (German Federal Ministry for Transport)

- Political and administrative responsibility

BAG (Federal Office for Goods Transport)

- Responsible for enforcement and monitoring the German operator

VIFG (Association for Financing Transport Infrastructure)

- State owned company
- Responsible for distribution of toll revenue

Tolling Scheme for HGV

Objectives and Results

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Objectives

Starting with user financing of transport infrastructure

Including foreign users/ financial relief for German hauliers

Secure financing of maintenance and expansion of transport infrastructure

Influencing traffic behaviour

Shifting transport from road to rail and waterways

Meeting the Objectives

Contribution of foreign users about 35% of toll revenue

Financial relief program for German hauliers with volume of € 450 Mio. p.a.

Investment of toll revenue:

58% road, 30% rail, 12% waterways

Slight decline of empty runs since introduction in 2005

Toll tariffs influencing use of HGVs with low emission classes

Overall increase of railway transport and combined transport (Rail & road)

Tolling Scheme for HGV

Revenues and Costs

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Revenue (approx.):

2005	€ 2.8 billion
2006	€ 3.1 billion
2007	€ 3.3 billion
2008	€ 3.4 billion
2009	€ 4.3 billion
2010	€ 4.5 billion

Costs (approx.):

(according to the German report on infrastructure costs)

2005	€ 620 Mio
2007	€ 840 Mio. (predicted)
2008	€ 770 Mio. (predicted)

Main cost drivers:

- OBU (given out for free)
- Automatic System
- Manual System (including 3,500 terminals)
- Billing and liquidation
- Staff (about 500 employees at Toll Collect)

Recent Developments

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- Extension of tolled network to approx. 1,000 km of federal highways ("Bundesstraßen") to start in (summer) 2011
- Political discussion about introducing a road pricing scheme for passenger cars (times-based vignette)
- "Ringfencing" of toll income, "Roads financing roads"
- Discussion to provide VIFG with legal capacity to borrow
- Discussion on adapting toll tariffs depending on the time of use to deal with congestion
- Interoperability
 - Implementation of EETS
 - Project on interoperability with the Austrian system

Thank you for your attention.

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