

Road Pricing in Austria

The policy perspective on pricing



Pricing-Workshop

Bern, 12.September 2002

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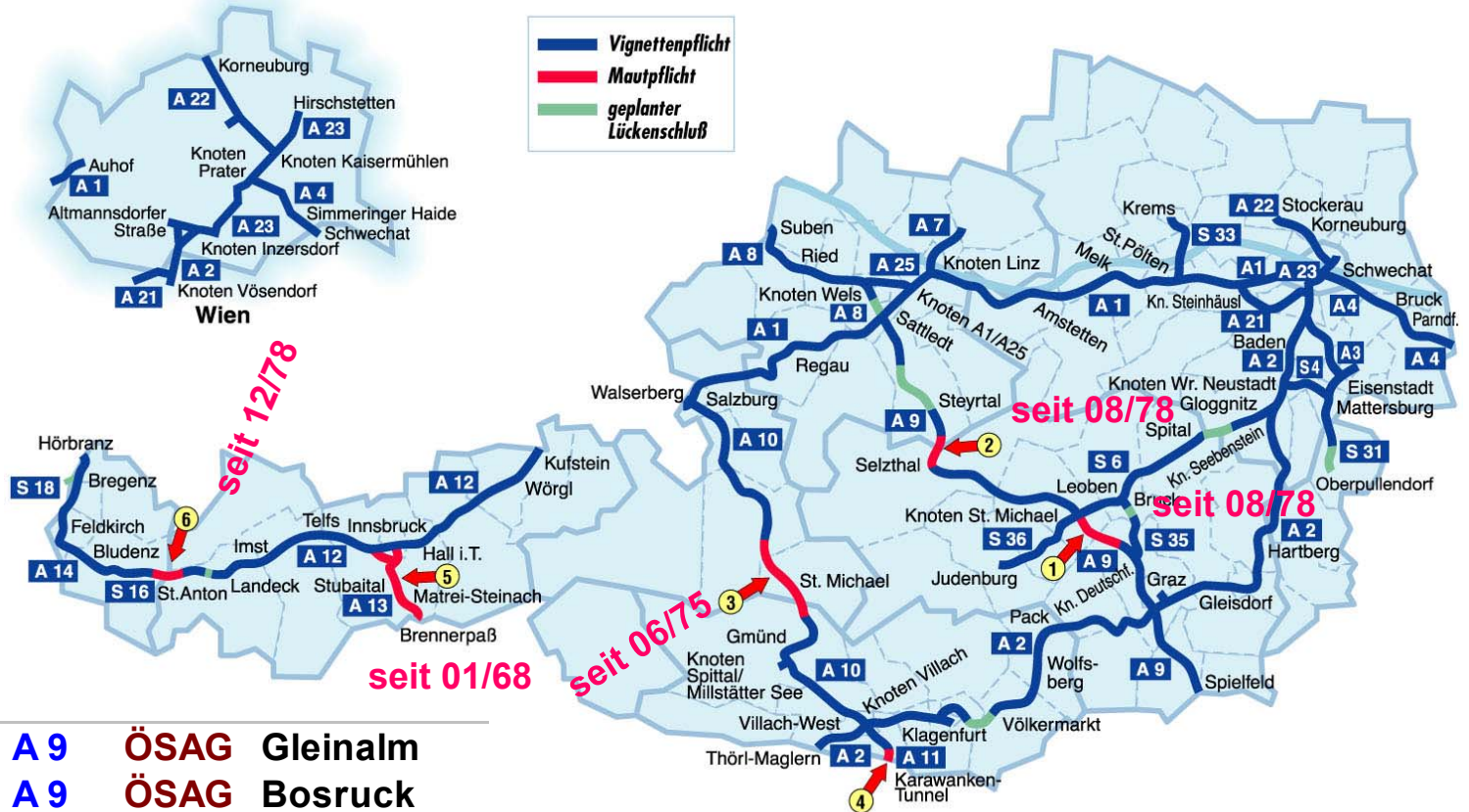
Topics

- Finally a decision for Road Pricing in Austria
- A long way to Road Pricing in Austria
- Main steps and requirements for realisation
- The Austrian Road Pricing momentum today

Existing tolled motorways

- Manual toll stations
- Distance based tolling
- Whole traffic is subject to toll
- Five section with tunnels
- Brenner – Autobahn as exception
Mountain pass motorway from Tyrol to Italy

Only 7% motorways are tolled



- | | | | |
|---|------|------|------------|
| 1 | A 9 | ÖSAG | Gleinalm |
| 2 | A 9 | ÖSAG | Bosruck |
| 3 | A 10 | ÖSAG | Tauern |
| 4 | A 11 | ÖSAG | Karawanken |
| 5 | A 13 | ASG | Brenner |
| 6 | S 16 | ASG | Arlberg |

Main steps towards Road Pricing the entire motorway network

- 1992** Decision for a system with toll station for all vehicles
- 1996** Decision to make only a truck toll system for vehicles $>3,5$ t gw and first steps in planning
- 1996** Adoption of the **toll sticker** as provisional solution for vehicles up to 12 t gw
- 1996/97** Discussion for a appropriate type of truck toll system
- 1998** ASFINAG starts with planning of the semi-open dual truck toll system

ASFINAG group is the authority in charge of Road Pricing

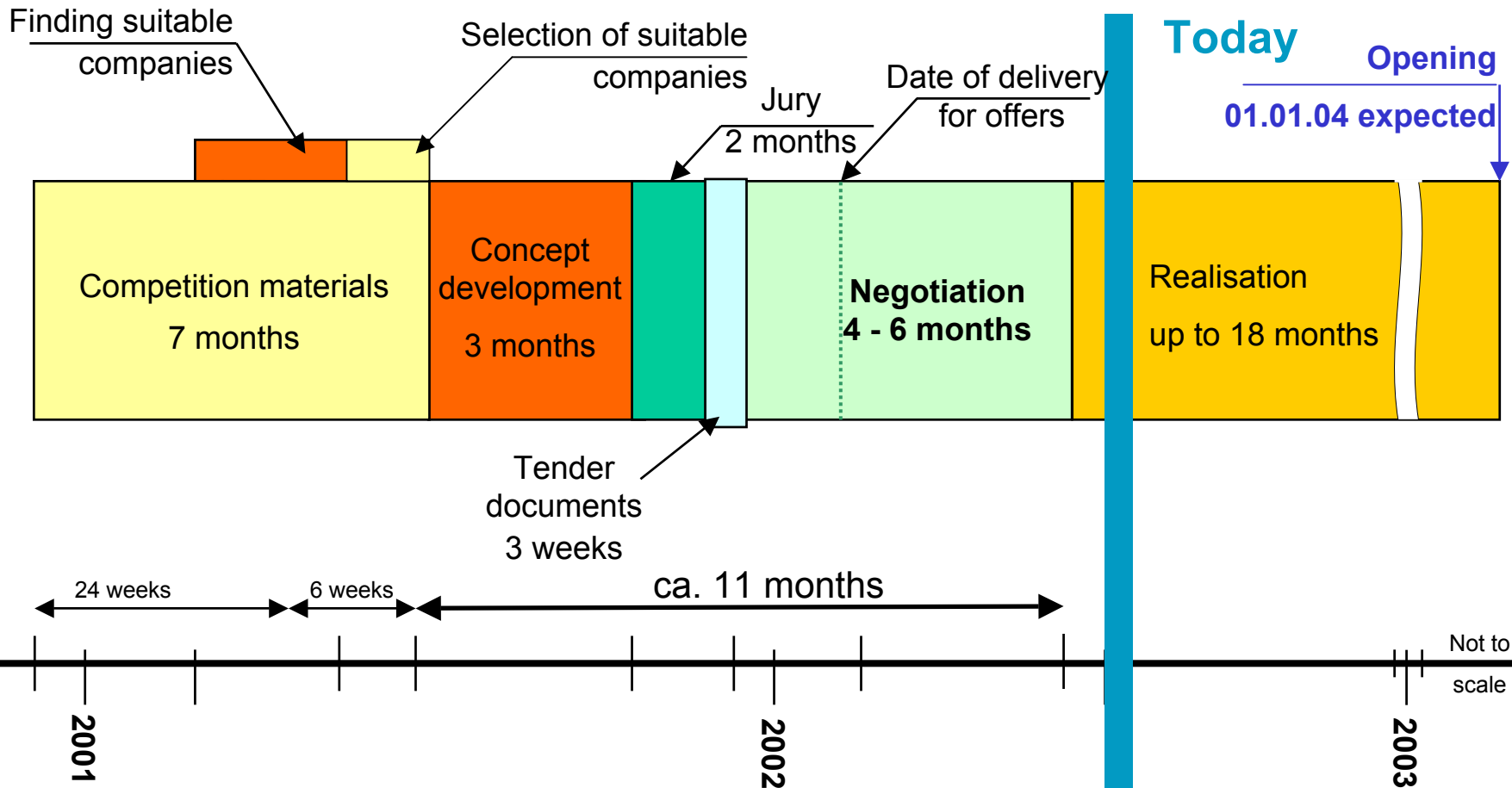
- Wholly owned by the Austrian federal government
- 2 subsidiaries (ÖSAG, ASG)
- Main tasks
 - Operation of the motorway network in Austria
 - Maintenance
 - Extension of the network
 - Toll collection on special roads

Main steps towards Road Pricing the entire motorway network

- 01/2000** Invitation to Tender for the semi-open dual truck toll system
- 08/2000** Last thinking pause before signing the contracts
- 11/2000** End of semi-open dual truck toll system
- 12/2000** Planning starts of the of the fully electronic truck toll system



Main steps towards Road Pricing the entire motorway network



General requirements for road pricing implementation on existing motorways (1)

② First consensus, then action!

A absolute “must” is the political consensus of all involved parties and representations of interests!

② Then you can get the legal act you need for!

The legal act (2)

- **Federal law for road financing**
First published 1996, 3 amendments
- **New Federal law for road toll**, publication in July 2002
- **Decree on toll rates**, examination procedure up to 13. September 2002
- Adaptation of structure of vehicle categories and tariffs on existing toll roads
The **regulation** took place on the 01. September 2002

Pre-requisites for the legal act (3)

- **Defining the motorway network**
With or without exceptions?
- **Defining the categories for the toll rate**
Only trucks? Busses? >3,5 t vgw or >12 t vgw? Exceptions?
- **Determining Enforcement authorities and the responsibility**
Police? Customs officers? ASFINAG as a private company?
- **Calculation and setting the toll rate**
Conformity with the EU-directive!
Why not the same rate like in Germany?

Short overview of the current situation of Road Pricing in Austria

Current situation of Road Pricing in Austria

- Toll sticker for vehicles up to 12 tons
- Tax for vehicles above 12 tons
- Necessary for the whole network
- Special toll roads with own tariffs ($\approx 7\%$ of length)

Framework for the new truck-toll implementation

- Whole motorway network (2,000 km) is subject to the toll (incl. existing toll roads)
- No obstruction of traffic flow due to toll payments
- All vehicles above 3.5 t gross vehicle weight must pay a toll fee
- No plans for a car toll
- Call for tenders of an operator

The operator's general task was clearly set by ASFINAG

- Tolling concept development
- Tolling concept implementation
- Toll system financing
- Toll system operation

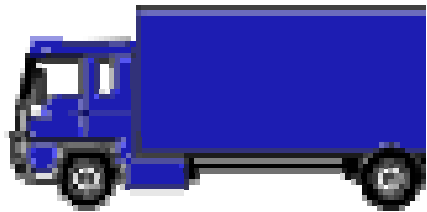
Tariffs were as well defined by ASFINAG

- 3 categories (2, 3 or 4+ axles)
- Harmonization of categories on existing toll roads
- Average net tariff: 22 cent per km*
- Proposed net tariffs: 13/18/27 cent/km*

* On new toll roads

Categories of the Truck Toll System

Net tariff per km
(€ Cent, suggestion) **Ratio**



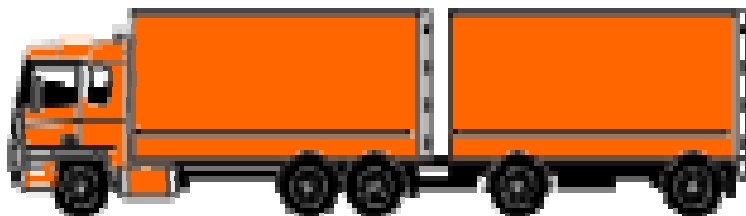
13

1



18

1.4



27

2.1

Result of the tender process

- Winning bidder:

Autostrade S.p.A./Europpass

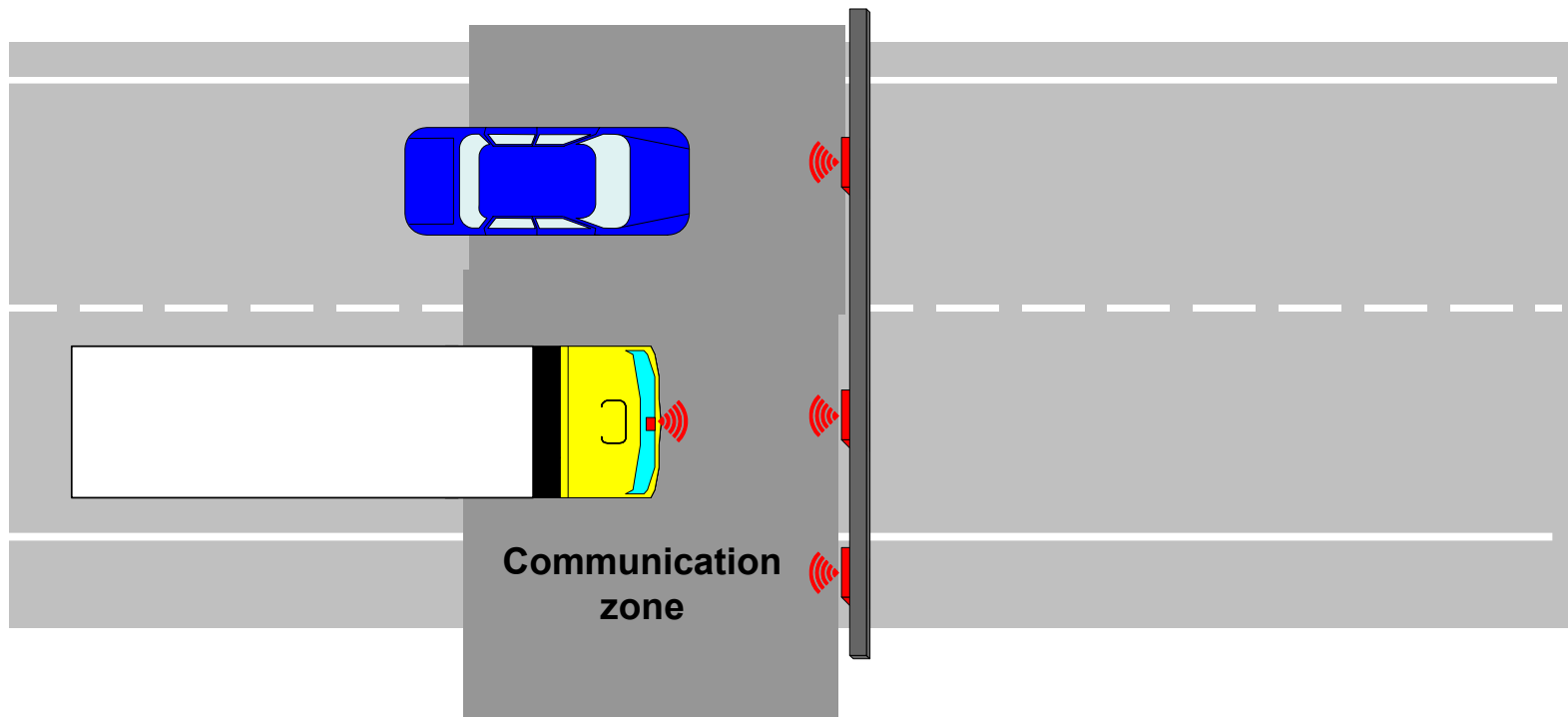
An ambitious but realistic timetable for implementation

- Contract signed: **25 June 2002**
- Start of system implementation: **1 July 2002**
- Realisation period: **18 months**
- Start of system operation: **1 January 2004**

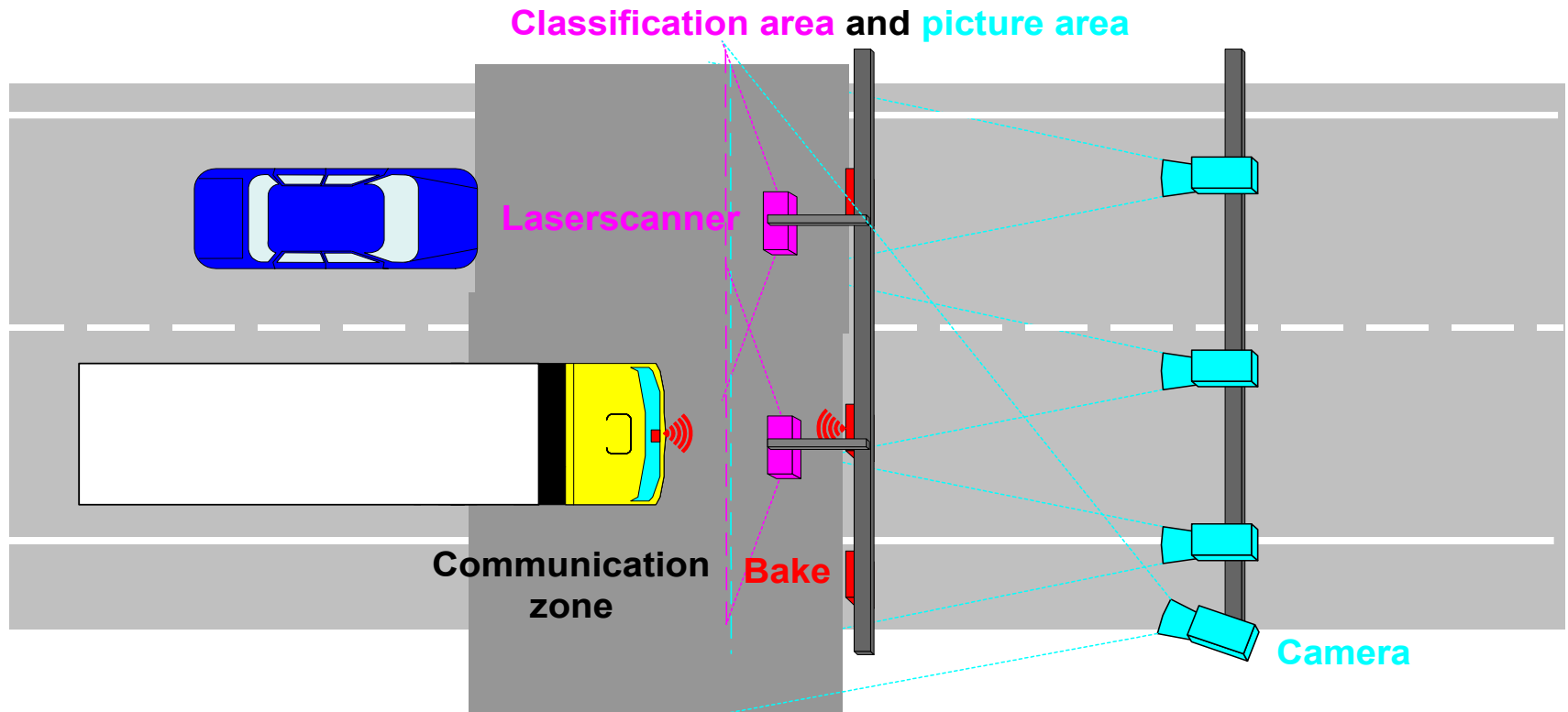
A reliable and tested technical solution (1)

- DSRC based open tolling system
- Free flow multilane system with mandatory use of OBU
- 770 tolling gantries
- 100 (of the 770 tolling gantries) are also equipped as enforcement gantries

770 Toll gantries between each exit



100 Enforcement gantries on places with heavy traffic



A reliable and tested technical solution (2)

- DSRC OBU mandatory
- Price for the OBU: € 5.--
- Available at approx. 210 outlets in Austria and neighboring countries
- Payment means:
 - Pre Pay: Cash, Credit cards, petrol cards
 - Post Pay with credit cards and petrol cards

THANK YOU FOR YOUR ATTENTION!

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