



# European Transnational Interoperability – From Theory to Practice

The German case

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# Toll context data



Federal Ministry  
of Transport, Building  
and Urban Development

- Tolled road network
  - 12.733 km Federal motorways
  - 42 km Federal roads (since 2007)
  - 2.355 motorway junctions
  - 249 motorway intersections
- HGVs subject to tolls
  - HGVs with a permissible weight of 12 tonnes
  - Approx. 1,5 million HGVs
- Mileage subject to tolls
  - approx. 27.6 bn km per year (2008)
  - approx. 35 % by foreign HGVs
- Information on the charging system
  - distance travelled
  - number of axles
  - emission category of the motor vehicle

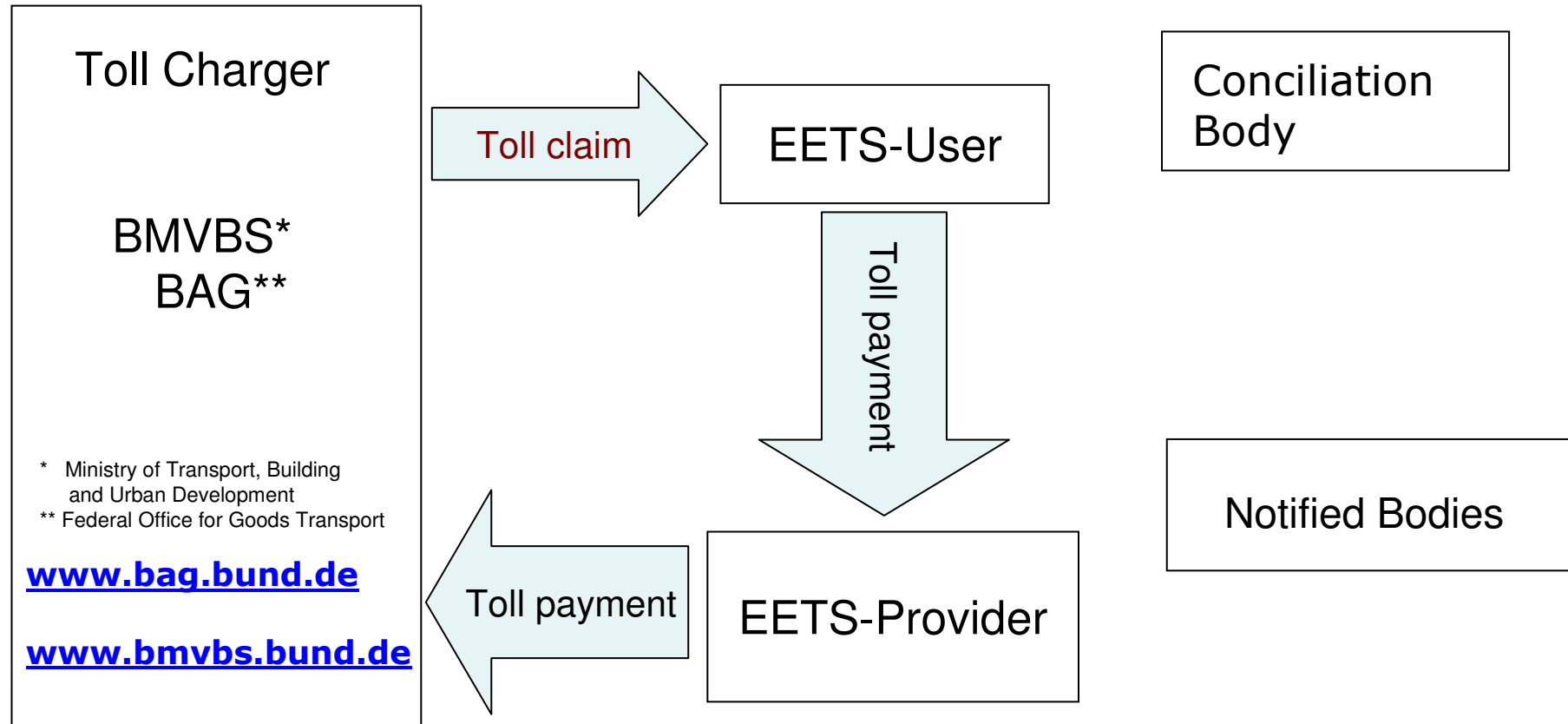
Bestand von Bundesautobahnen - Stand: 1. Januar 2009



# Stakeholders



Federal Ministry  
of Transport, Building  
and Urban Development

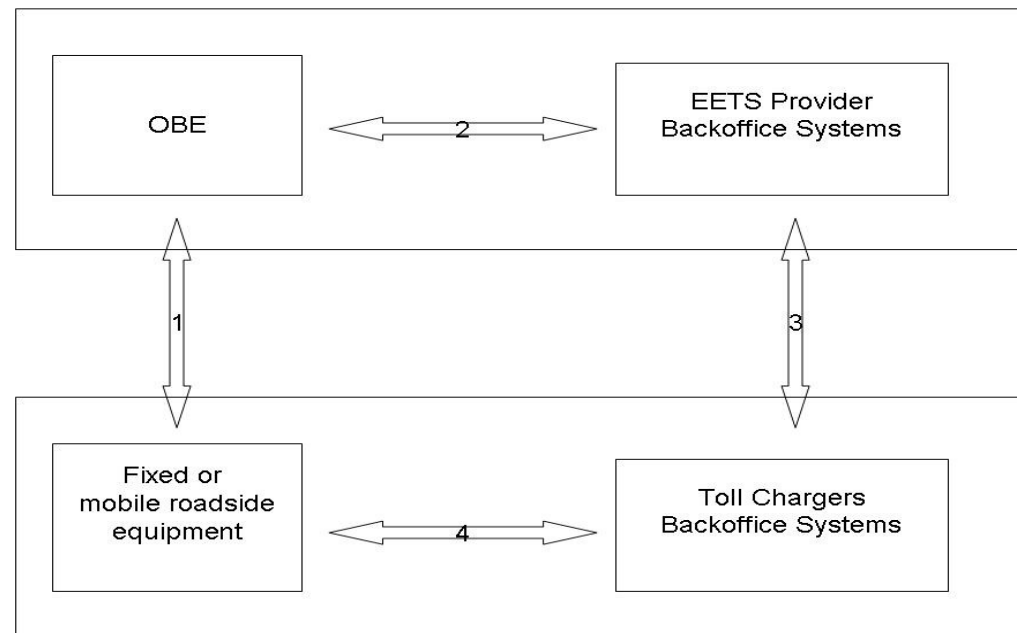


\* Ministry of Transport, Building and Urban Development  
\*\* Federal Office for Goods Transport

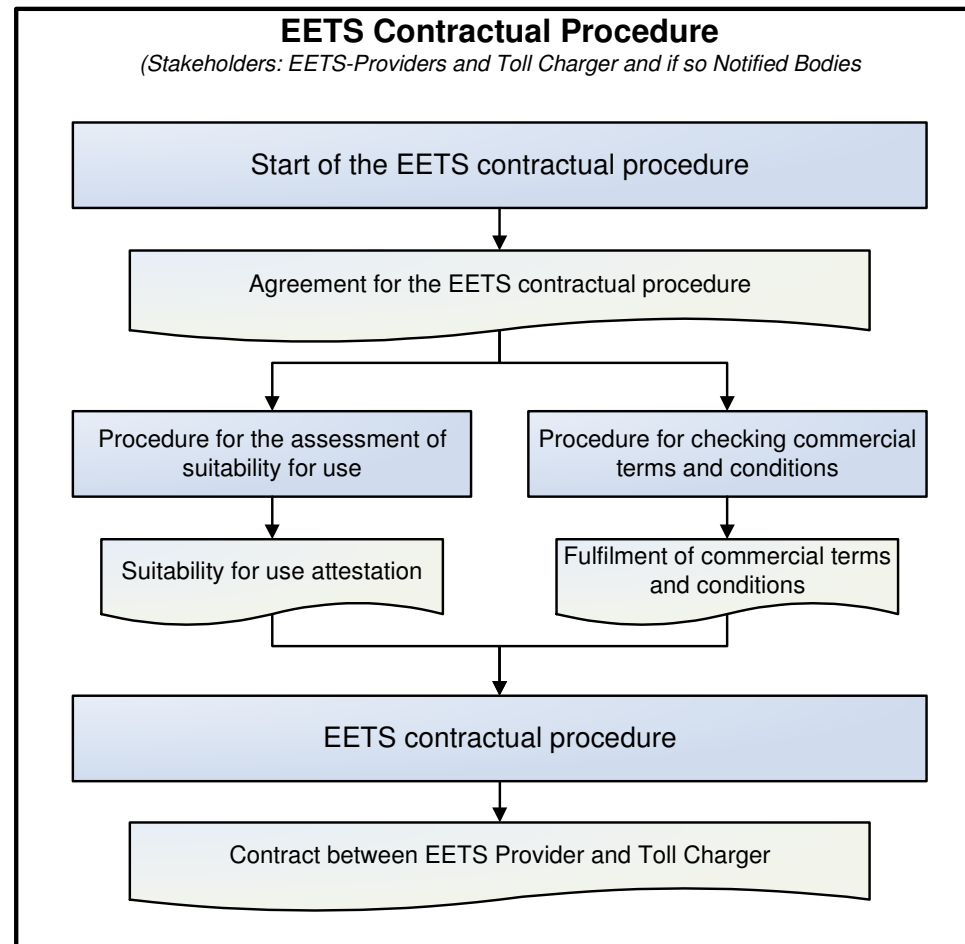


# EETS general architecture

- Four main interfaces
- Interface 1 and 3 are essential to achieve interoperability



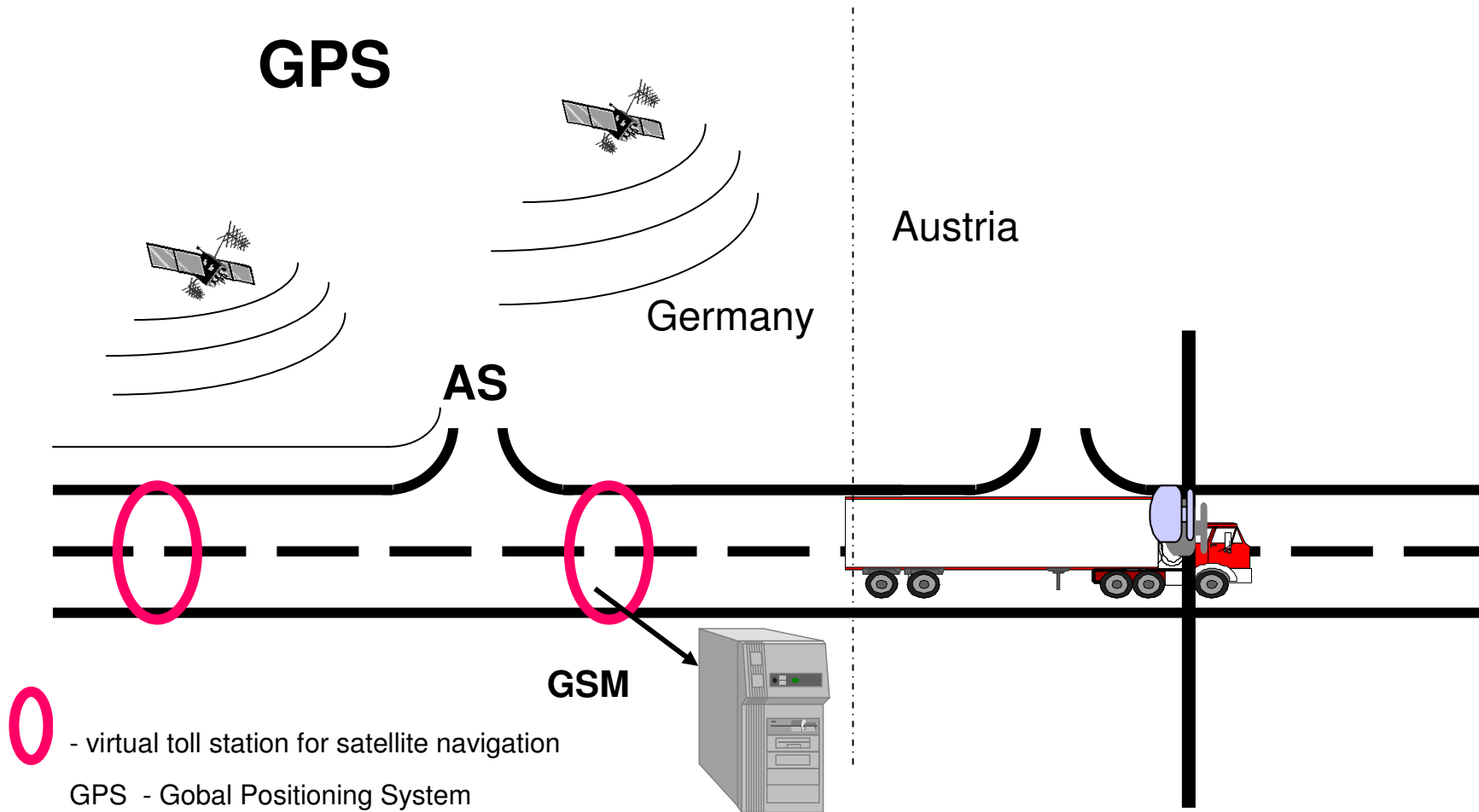
# Contractual procedure



# Monitoring of EETS-Providers and enforcement of EETS-Users

- Monitoring of the EETS-Providers:
  - Level of toll revenue
  - Quality of toll collection
  - EETS–Providers own monitoring
- Checks on users
  - EETS users must use the toll collection equipment in accordance with their duties
  - Same regulations applies just like for the users of the national system

# Toll2Go – technical interoperability between the German and the Austrian system



# Looking ahead

- Toll chargers
  - Savings with regard to on-board-units and user administration
  - Pre-financing measures for implementing of EETS
  - Re-financing in question
- EETS-User
  - Only for international market players
  - More user-friendliness
  - Probably have to pay for service
- EETS-Provider
  - Access to a new field of business
  - Impact on the loyalty of their customers
  - Pre-financing
  - Re-financing in question/incalculable

