

Agenda

1. Kapsch TrafficCom AG

2. Road user charging in the EU & Kapsch approach

3. Perspectives of ETC – 3 Key messages

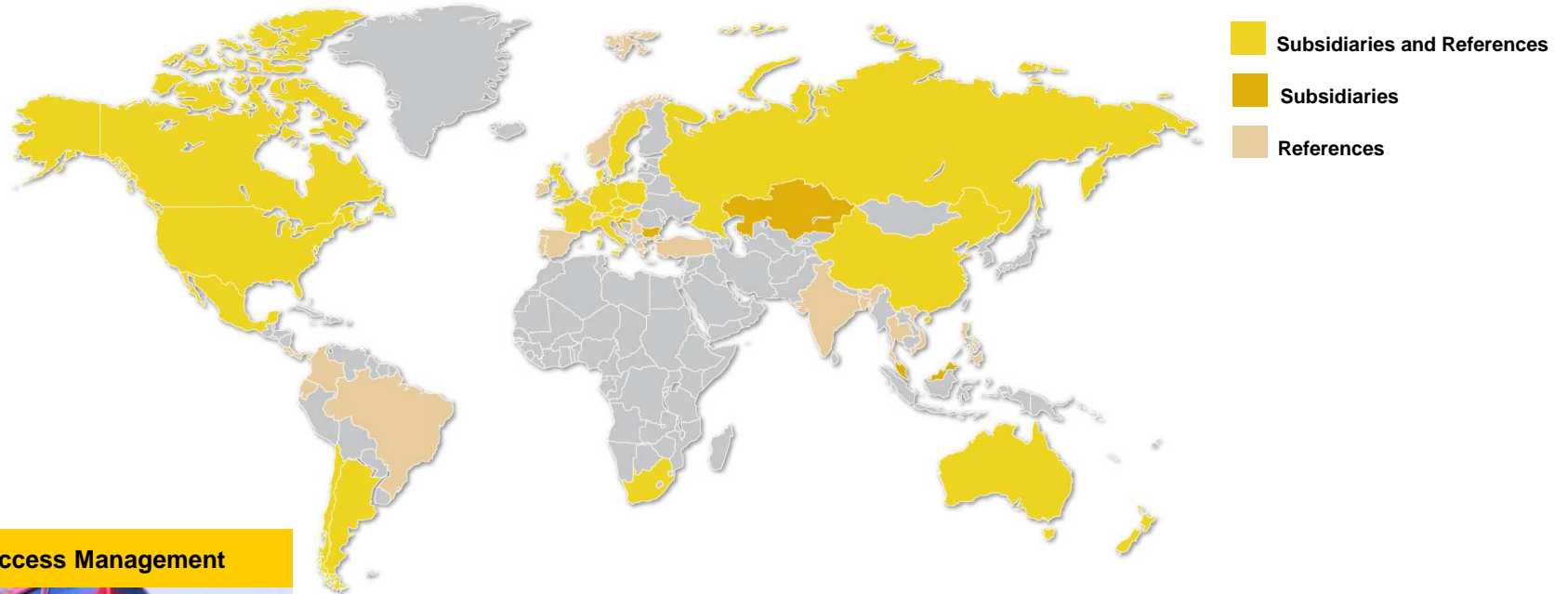
- Distance-based tolling on TEN-T
- Quo Vadis Road User Charging – Policy aspects
- Interoperability of toll domains



Kapsch TrafficCom AG



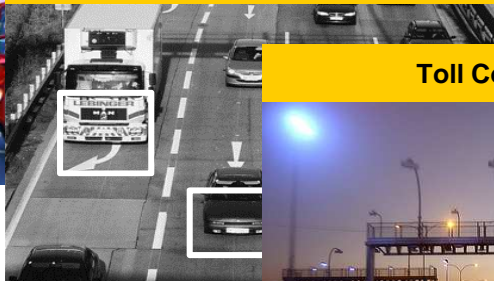
Kapsch TrafficCom Group.



Urban Access Management



Safety & Security



Toll Collection



260	Projects in 41 countries
80%	Of Multi Lane Free Flow (MLFF) Systems worldwide are supplied by Kapsch TrafficCom
100	Cars per second are passing through Kapsch TrafficCom's MLFF tolling points
44	Million drivers that use our OBUs (On Board Units) as a means of payment
3 of 5	National truck tolling schemes in Europe use Kapsch TrafficCom's technology and services
12	Months (average) to deliver complete national truck tolling schemes (for the Czech Republic and Austria)

Kapsch TrafficCom Portfolio.

Toll Collection



Target groups

- Road operators
- Concessionaires

Applications

- Highway tolling
- Area tolling
- Plaza tolling
- HOT lane tolling
- Toll enforcement

Urban Access Management



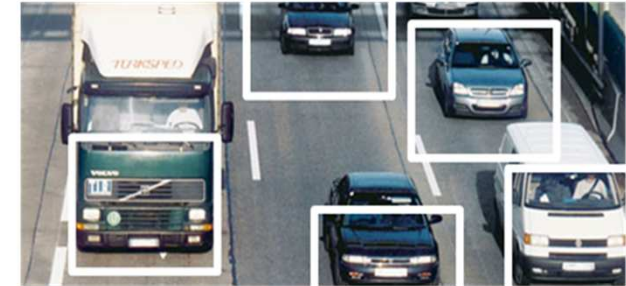
Target groups

- Municipalities

Applications

- City tolling
- Access restriction
- Low emission zones
- On-street parking

Traffic Safety & Security



Target groups

- Police authorities
- Road authorities

Applications

- Speed monitoring
- Weigh in motion
- Incident detection
- Traffic surveillance

Add-on Applications

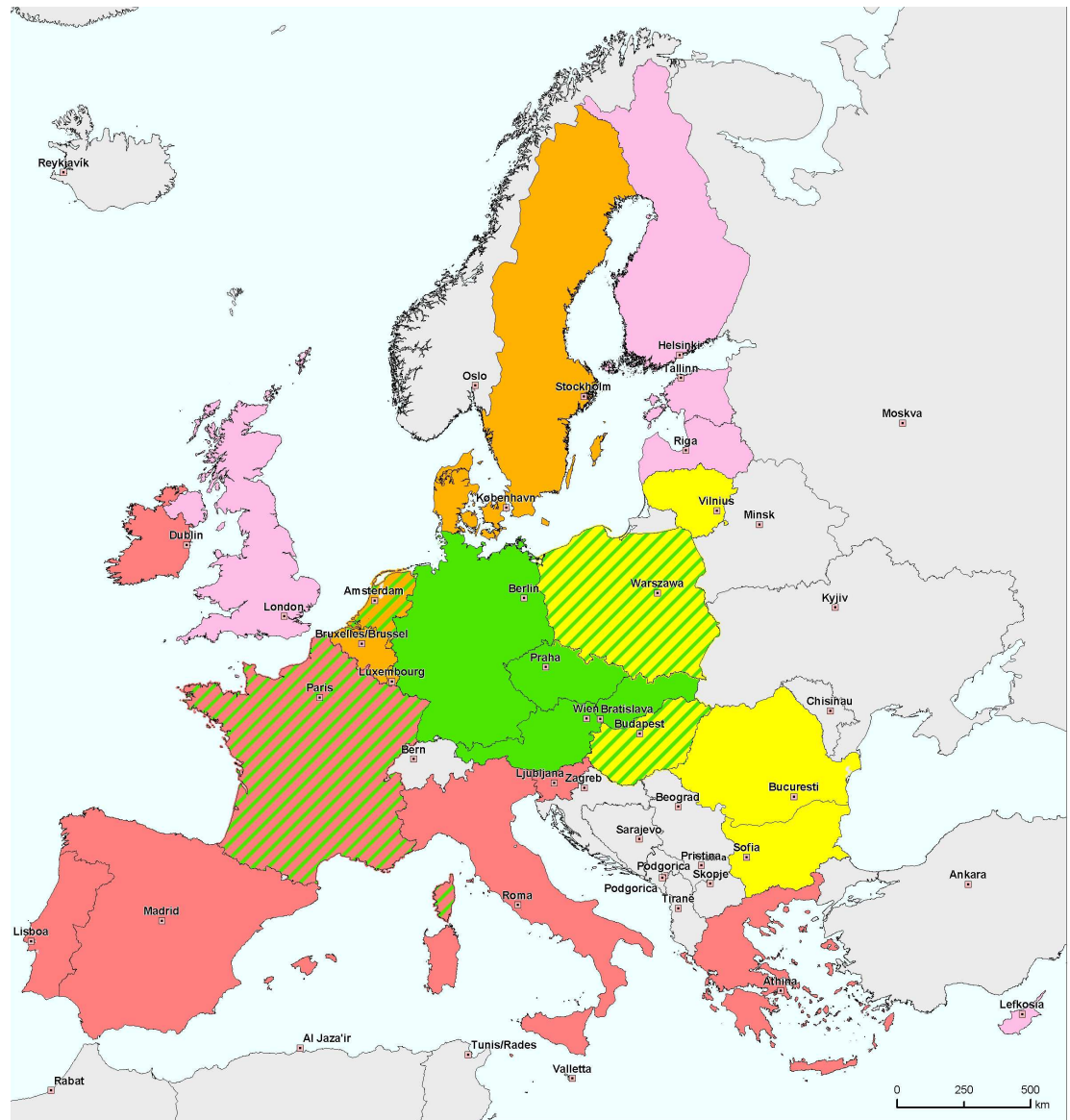
Products & Components – (Sub-)Systems – System Integration – System Operations.

Road charging in the EU & Kapsch approach



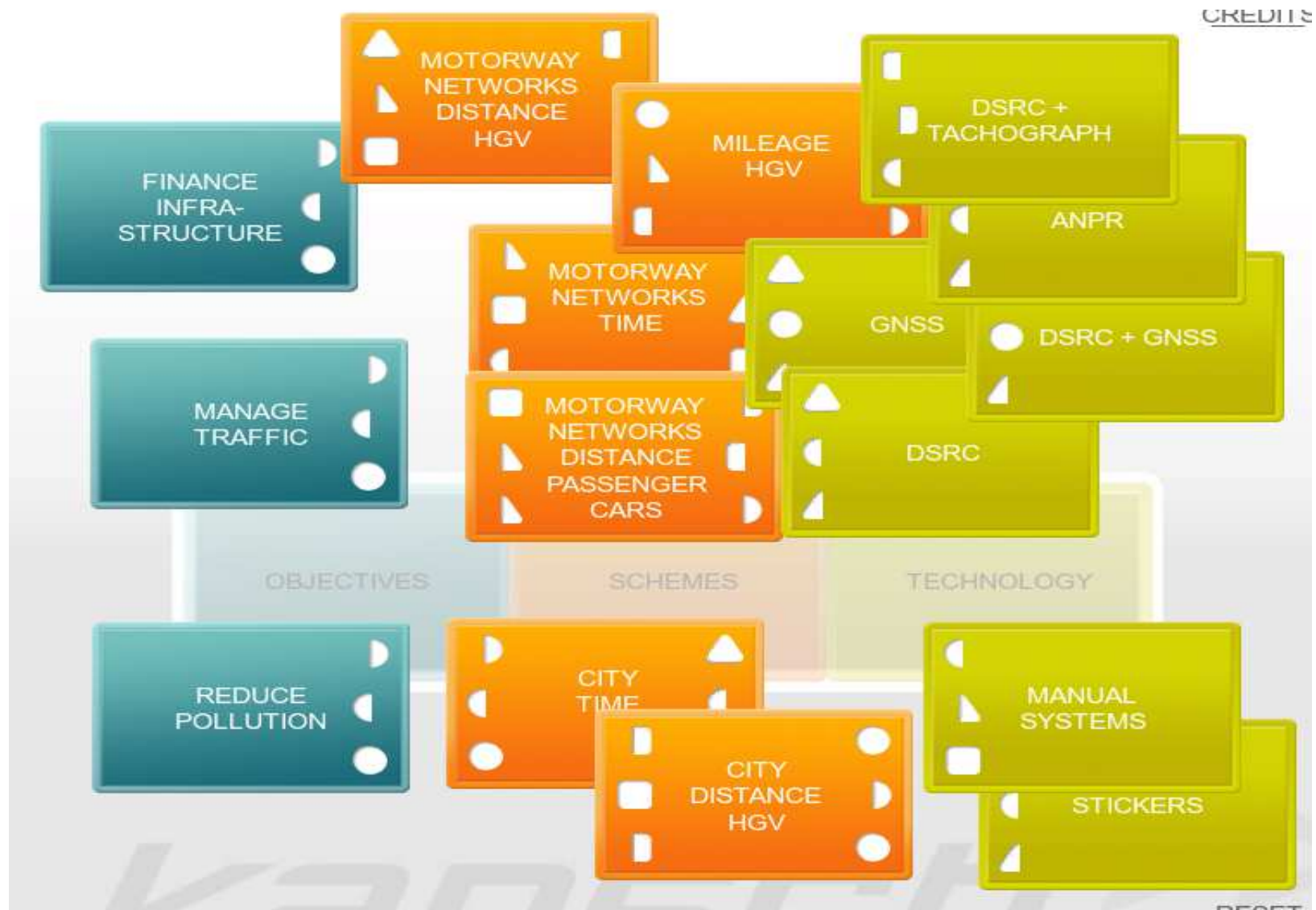
Road user charging in the EU, HGV schemes.

- Integrated electronic network-wide toll collection
- Eurovignette
- National vignettes
- Toll collection with physical barriers on the main motorways
- Neither vignettes nor tolls
- Integrated electronic network-wide toll collection under preparation



Source: EU DG MOVE, 2010

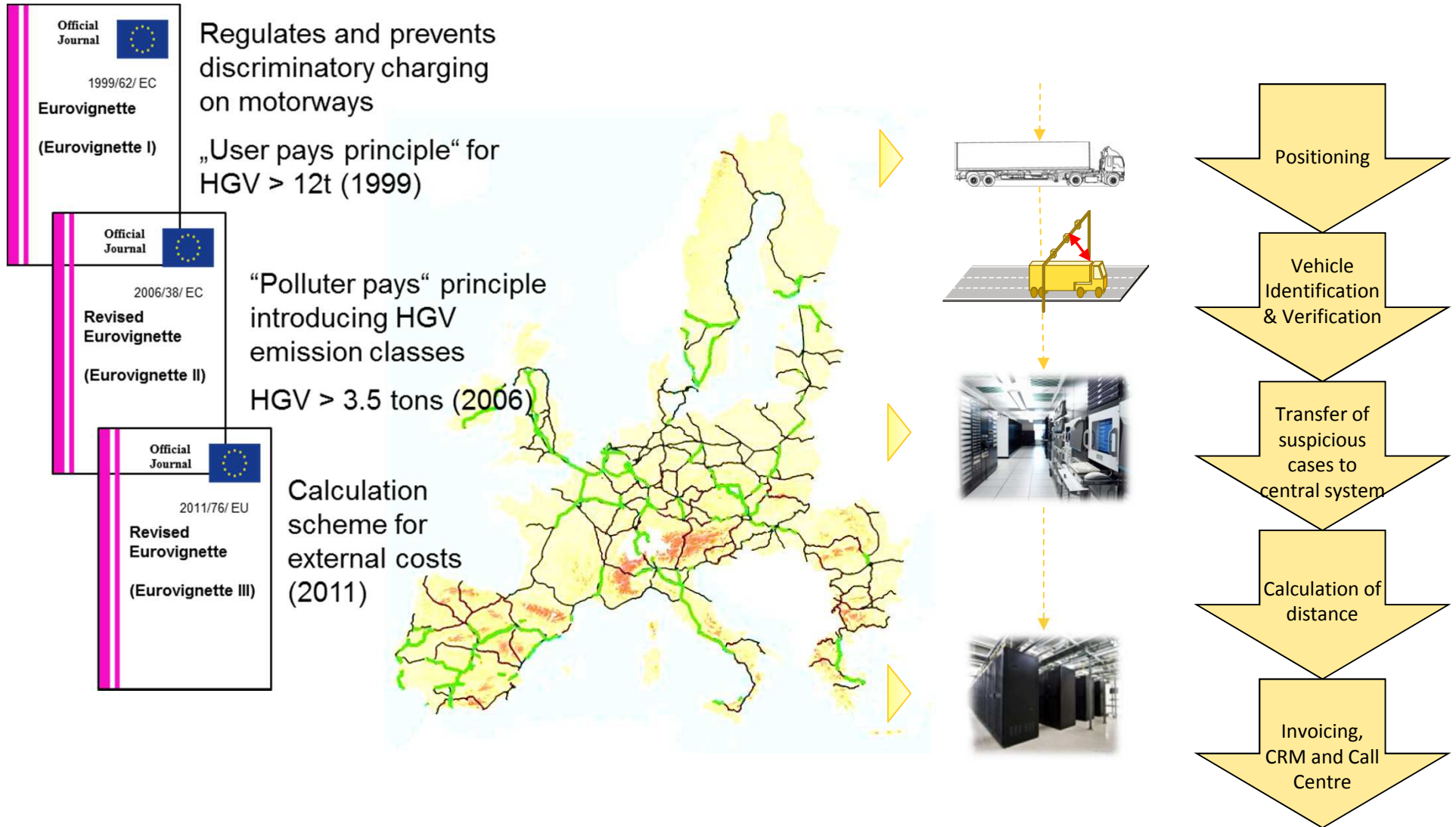
The Kapsch approach – Match objectives, schemes and technology



Perspectives of ETC – 3 Key messages

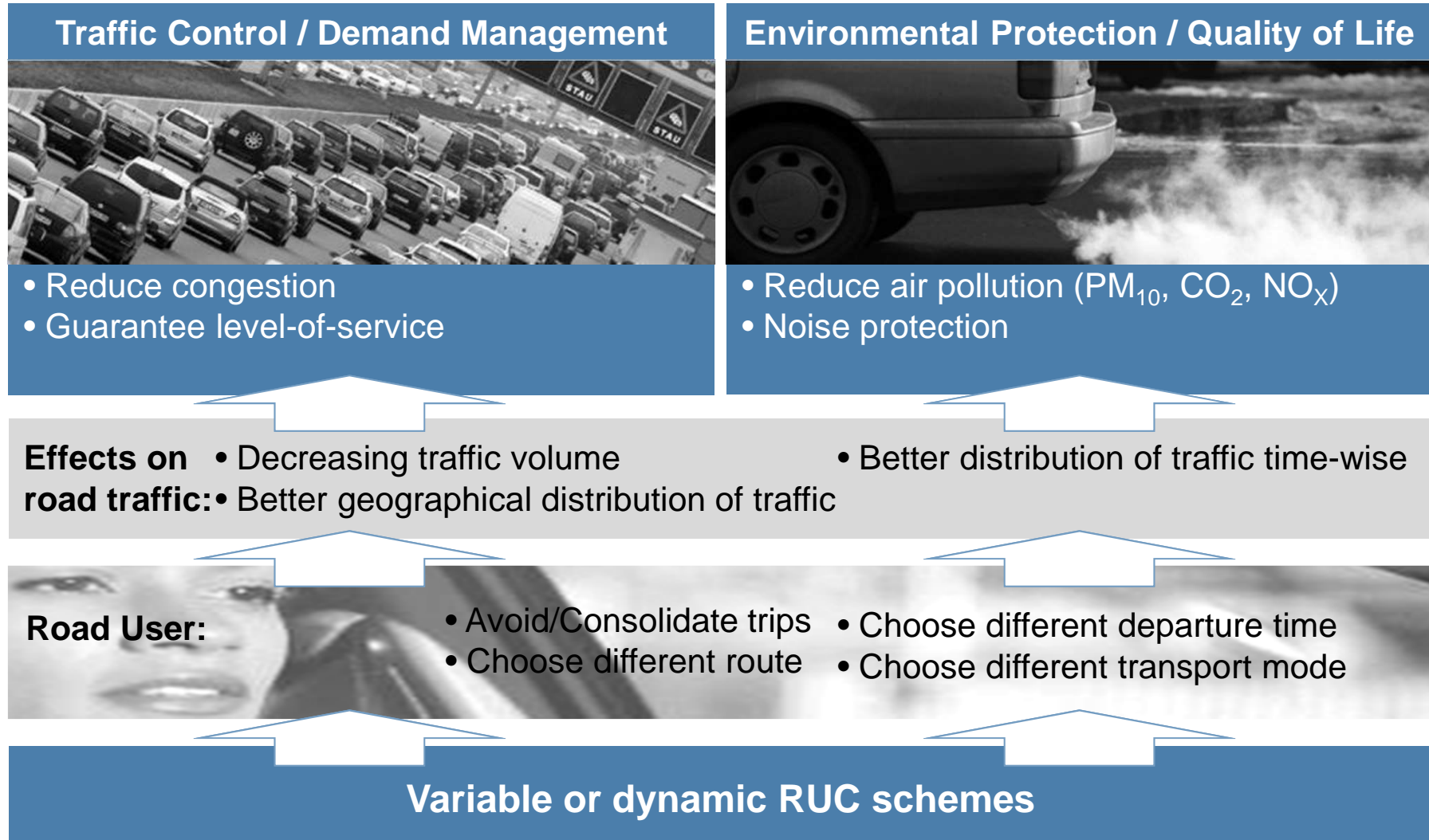


Application of the “User/Polluter pays” principle on TEN-T.

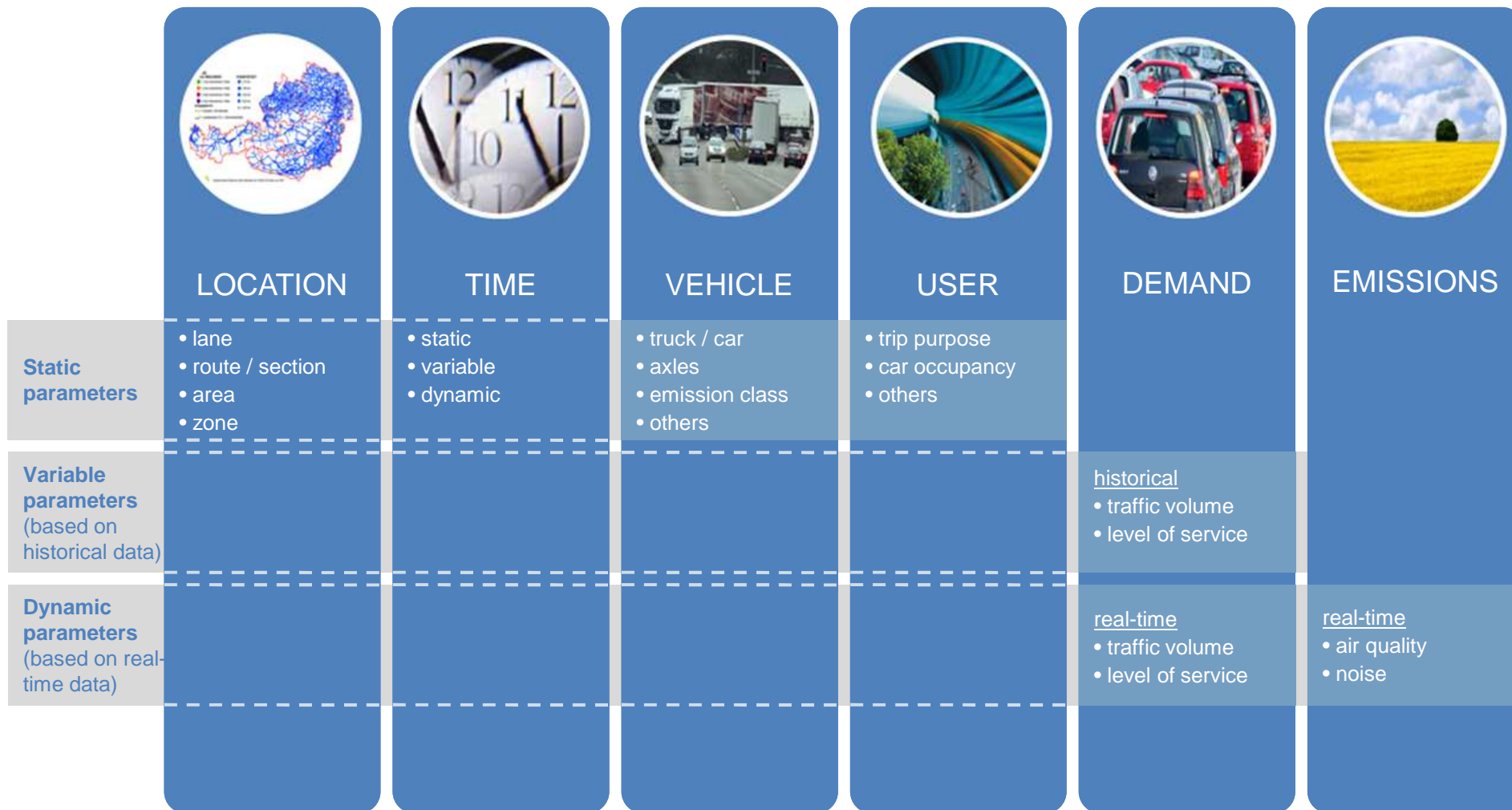


Art 191/2 EU Treaty: “..the polluter should pay”

Application of the “User/Polluter pays” – Objectives and Effects.



Parameters of RUC – Put the „User/Polluter principle“ into practice.

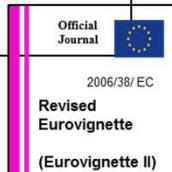


Quo Vadis Road User Charging – Policy aspects.



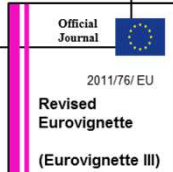
Regulates and prevents discriminatory charging on motorways

„User pays principle“ for HGV > 12t (1999)

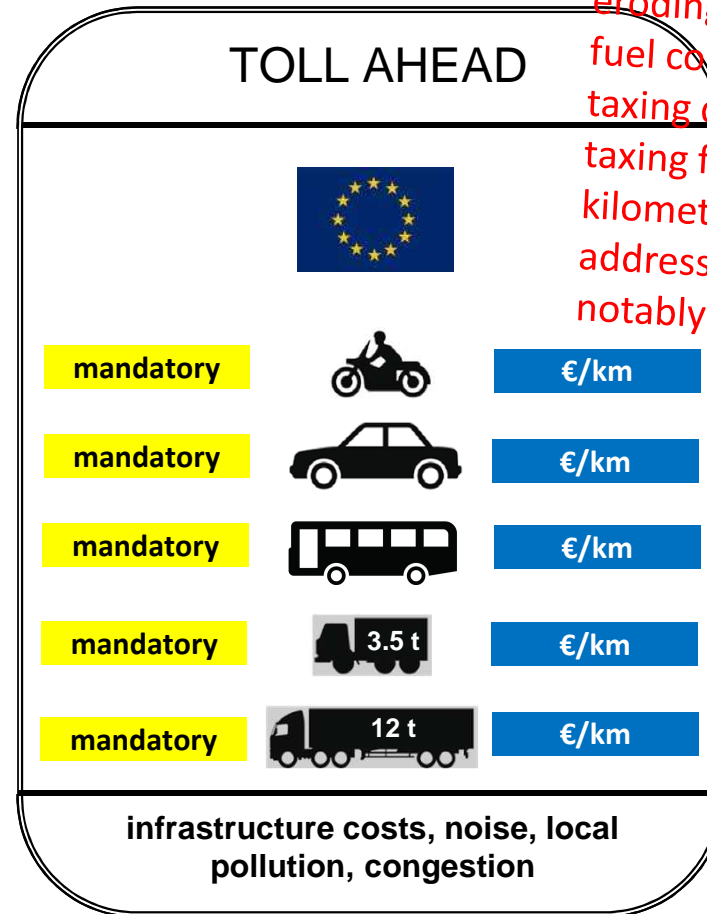


“Polluter pays“ principle introducing HGV emission classes

HGV > 3.5 tons (2006)



Calculation scheme for external costs (2011)



OECD Transport Outlook 2011 to counter eroding fuel tax: “Driving is less elastic than fuel consumption, so the efficiency costs of taxing driving are likely lower than those of taxing fuel consumption. In addition, kilometer-taxes are more flexible tools for addressing the main transport externalities, notably congestion.”

Gradually replacing transport system taxes with more effective instruments for further integrating infrastructure and external costs?

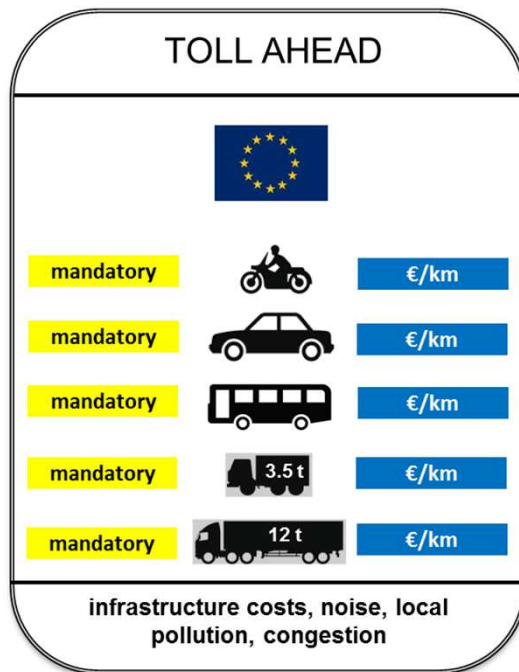
Expansion of tolling to all vehicle types? Distance based charging?

Quo Vadis Road User Charging – Which vehicles.



EC communication on the application of national road infrastructure charges levied on light private vehicles (14.5.2012); Future targets/ elaboration of schemes

1. First phase: a mandatory regime for HGV charging till 2016
 2. Second phase: a mandatory regime for internalizing external cost charging with the mandatory recovery of infrastructure costs.
- There is a **possibility** to extend these rules also to light vehicles



Legislation phasing in a harmonized, distance-based charging scheme for lorries replacing across Europe time based charges and possibly other charges?

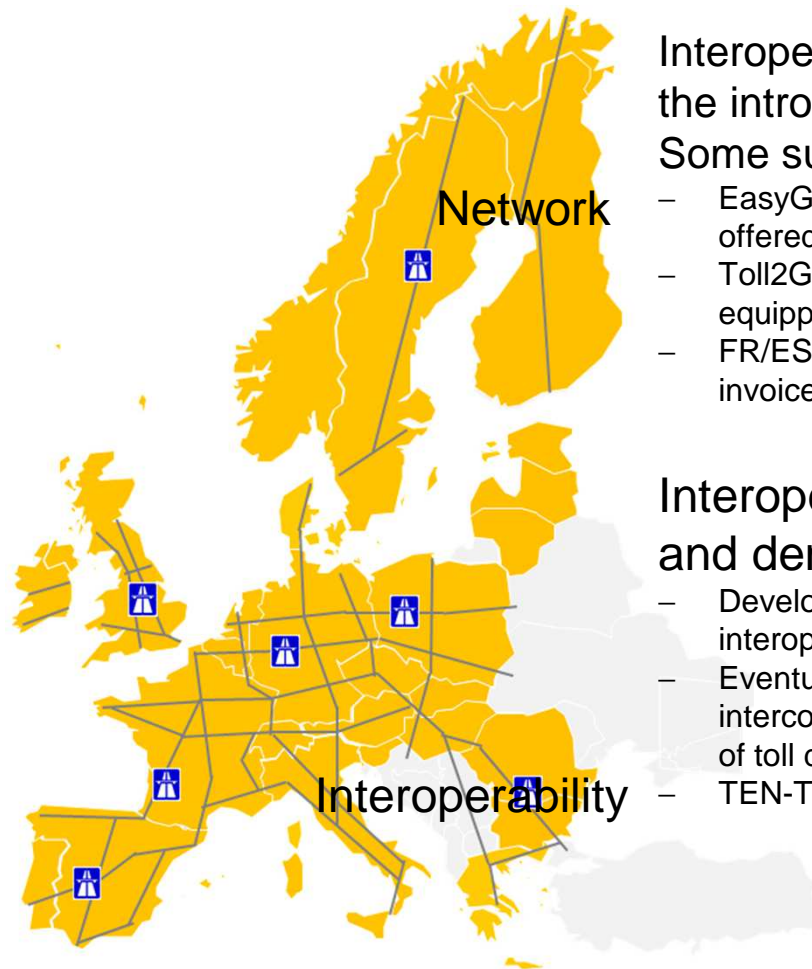


Availability of proportionately-priced vignettes for light vehicles and introduction of optional rules of “fairness” and “proportionality” in the states where such a time vignette is applied? Process: from time-based charging => distance based charging?



Art 18 EU Treaty: Non-discrimination on grounds of nationality

Interoperability of toll domains – The way forward.



Interoperability of ETC systems in the EU progressed since the introduction of the respective Directive (2004/52/EC).

Some successful regional interoperability initiatives;

- EasyGo + model (NO, SE, DK, AT); single contract, single invoice, single OBU offered through toll chargers (2 Mio OBU's in circulation)
- Toll2Go (DE, AT); single OBU, two contracts, two contracts (42 000 HGV equipped)
- FR/ES; Interoperability between selected toll chargers; single OBU, single invoice

Interoperability likely to continue to develop regionally and demand driven, with or without providers;

- Development of these road charging regions contribute to the maturing of interoperability
- Eventually one or more EU wide service provider will be needed to interconnect these regions with each other and deal with a single-digit number of toll domains only.
- TEN-T Call to support regional pilot projects (open till end of March 2013)

Sum-up Key aspects.

From Patchwork to Network

- “User”- and “Polluter pays” principle on TEN-T.
- Harmonized, distance-based charging scheme for lorries replacing across Europe time based charges.

Policy

- Gradually replacing transport system taxes with more effective instruments
- Expansion of tolling to all vehicle types?

Interoperability

- Interoperability progressing, demand driven and regional
- European framework facilitating the gradual merger of regional approaches?



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Official Journal 
1999/62/ EC
Eurovignette
(Eurovignette I)

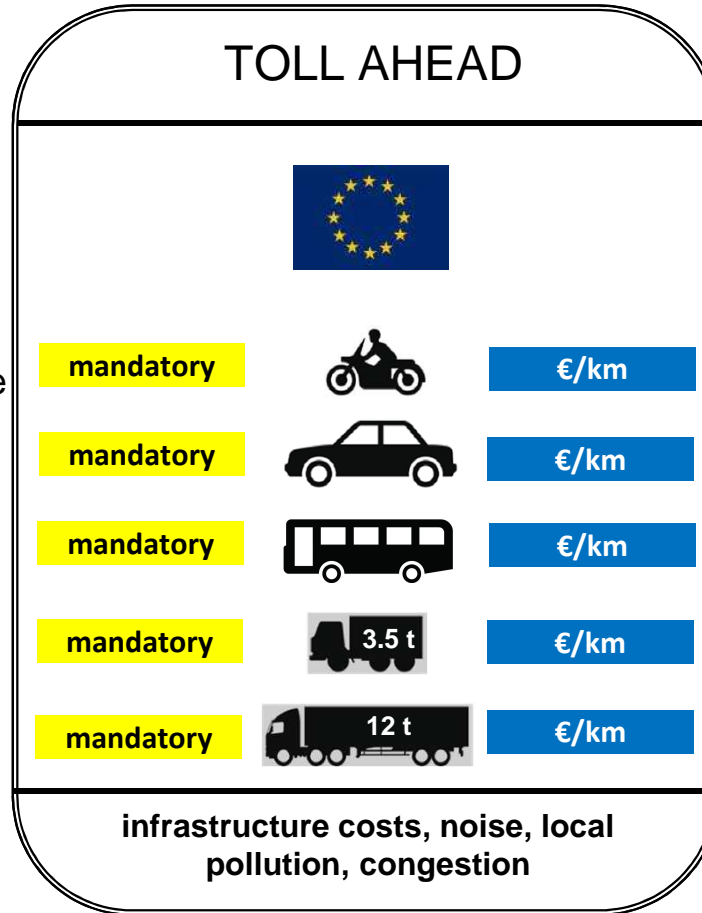
Regulates and prevents discriminatory charging on motorways
„User pays principle“ for HGV > 12t (1999)

Official Journal 
2006/38/ EC
Revised Eurovignette
(Eurovignette II)

“Polluter pays“ principle introducing HGV emission classes
HGV > 3.5 tons (2006)

Official Journal 
2011/76/ EU
Revised Eurovignette
(Eurovignette III)

Calculation scheme for external costs (2011)



Replacing transport system taxes with more effective instruments for further integrating infrastructure and external costs?

Expansion of tolling to all vehicle types?
Distance based charging?

Back-up Slide

