



Fact Sheet: MaB40K

What is MaB40K?

Extending the toll to all federal roads - 40,000 kilometres

As of 1 July 2018, lorries have to pay toll not just on the German motorways, but also on the country's main roads. This is based on the fourth amendment to the Federal Trunk Road Toll Act, which came into force on 31 March 2017.¹ The act is designed to further accelerate the system changeover to user financing of the road infrastructure. The Federal Ministry of Transport and Digital Infrastructure (BMVI) has tasked Toll Collect with the technical preparations of the toll expansion process.

Until now, the federal government has charged lorry toll on 15,000 kilometres of motorways and selected main roads. As a consequence, there will be a total amount of 40,000 kilometres of federal roads. In the future, not only the federal government will profit from the toll, but also the federal states, because eight percent of the network, such as roads through towns, are not under its competence. For this reason, the funds generated there, once system costs are deducted, will go to the different federal states. The toll rates are regulated under the Federal Trunk Road Toll Act, with the total amount being based on a variety of elements: the distance a vehicle or vehicle combination from 7.5 tons of permissible weight covers on toll roads, the number of axles and a toll rate per kilometre that includes infrastructure costs and the costs of the pollution caused, with the latter being based on emission class.

OBU and toll expansion

The toll was already expanded in October 2015 to include vehicles and vehicle combinations from 7.5 tons of permissible total weight. To collect the toll, ideally a so-called On-Board Unit (OBU) is used, which automatically detects the distance covered, which means the driver does not have to worry about any rebookings or cancellations. In the future they will also record the costs for the use of German federal roads and they can continue to be used for the route segments that are added. This means that customers with lorries already fitted with an OBU are well prepared for the lorry toll on the federal roads and do not have to take any further action.

In order to be able to invoice the new toll sections via the OBU, the data processing for the toll collection will in future be central rather than decentralised. To do this, the automatic detection of the OBU has to be enhanced. Because while the calculated toll amounts are now being sent to the computer centre in bundles and with a time delay, in future the OBU will send the vehicle data and the vehicle features required for toll collection every two hours in an encrypted manner. This initially includes the number of axles and the emission class, and later also the weight category. The computer centre detects the vehicle on the toll road network and calculates the toll based on the vehicle's features.

Automatic conversion of OBUs

Over the coming months, the On-Board Units will be gradually updated for the expanded road network of the new system. Customers do not have to take any action, because the switch happens automatically; only a new display on the OBU tells you that the switch has taken place. There will no longer be an acoustic signal when passing a toll bridge, and instead the number of axles and the name of the service will be displayed. The green LED will still indicate that the toll has been collected correctly. All data of the individual trips will be stored in the customer portal, where they can be viewed in future under "trip details".

¹ 1 Fourth law to the amendment of the Federal Trunk Road Toll Act of 27 March 2017, Federal Law Gazette year 2017 part I no. 15

While on motorways, control bridges monitor the toll payments, new control pillars will be installed along the federal roads to supplement the mobile checks carried out by the Federal Office for Freight Transport (BAG). The pillars are four metres high and painted blue and green, which means they can easily be told apart from the speed camera pillars; technically as well as functionally, they resemble the control bridges on the motorways. As with the control bridges, data protection plays an essential role here. For example, the data from the control pillars are only forwarded to the control centre of Toll Collect if it is suspected that a lorry or car or a vehicle combination from 7.5 tons was not charged any toll or charged incorrectly. All other data are deleted immediately.

Manual entry

Lorry toll for German motorways and federal roads can also be paid without an OBU: alternatively to the registered procedure, customers can opt to pay the toll using the manual procedure. In the future, routes can also be quickly and easily booked at some 1,100 new toll station terminals (in around 675 locations).

These toll station terminals will be installed at borders and at mostly large service stations, rest stops and motorway service stations in Germany. In contrast to the current system, they provide the user with advanced features as they are equipped with a routing service which features a selection of starting, end and via points. This also includes non-toll roads, which helps with route planning. Cash payment options will be limited.

What is new is that users not registered so far will also be able to use the option of booking their desired route using an internet application or an app. Once an account has been created, the convenient version gives the user the option of storing frequently used information such as vehicle data, routes or card details for later use and to manage them. The saved data can also be managed online or through an app. A cancellation can be made through any of the channels, whichever medium was used to make the booking. The payment can be made easily via the UTA Full Service or Full Select Card. This saves time and makes the process much more efficient.

The new app is compatible with a variety of operating systems and can be downloaded free of charge from the beginning of 2018 from the app stores. The app provides additional, flexible access to the manual booking system, because users can register at any time via smartphone or tablet. Registered users can of course continue to make the booking online or at the terminal. To do this, users require the TC web login details.

Summary

These days, almost everywhere in Europe you have to pay fees to use traffic structures, including motorways, federal roads, tunnels, bridges and ferries. As well as additional costs, this also means lots of administrative work. With UTA, this can be significantly reduced. Through UTA, transport companies and their drivers can settle their lorry toll without cash throughout Europe, including with various different toll devices for electronic toll collection systems.

Additional information:

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² German Bundestag: The Bundestag is extending lorry toll to include all federal roads, at: <https://www.bundestag.de/dokumente/textarchiv/2016/kw48-de-bundesfernstrassenmaut/481876>, accessed on 31/08/2017
