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## **Act on the Levying of Distance-Related Charges for the Use of Federal Motorways and Federal Highways (Bundesfernstraßenmautgesetz – BFStrMG)**

Federal Trunk Road Toll Act in the version published on 12 July 2011 (Federal Law Gazette  
I, p. 1378), as last amended by Article 3 of the Act of 21 November 2023 (Federal Law  
Gazette 2023 I, no. 315)

### **Section 1**

#### **Federal Motorway and Federal Highway Toll**

(1) To use the federal motorways and federal highways with vehicles as defined in sentence  
2, a charge as defined in Article 2 (1) point 7 of Directive 1999/62/EC of the European  
Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for  
the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42), as last amended by Directive  
(EU) 2022/362 (OJ L 69, 4.3.2022, p. 1), must be paid (toll). Vehicles are motor vehicles and  
vehicle combinations that

1. are intended or used for the carriage of goods by road and
2. have a technically permissible maximum laden mass exceeding 3.5 tonnes.

Vehicle combinations are only subject to tolls if the motor vehicle has a technically  
permissible maximum laden mass exceeding 3.5 tonnes. The technically permissible  
maximum laden mass of a vehicle combination within the scope of this Act is calculated on  
the basis of the technically permissible maximum laden mass of the individual vehicles.

(2) The toll referred to in subsection (1) does not have to be paid if the following vehicles are  
used:

1. buses and coaches,
2. vehicles belonging to the armed forces, the police authorities, civil defence and  
emergency response organizations, the fire brigade and other emergency services, plus  
Federal Government vehicles,
3. vehicles used exclusively for road maintenance and road operation services,  
including road cleaning and winter maintenance,
4. vehicles used exclusively for the purposes of the funfair and circus trade,

5. vehicles used by non-profit-making or charitable organizations to transport humanitarian relief supplies to alleviate an emergency situation,
6. agricultural or forestry vehicles in accordance with section 2 (1) no. 7 of the Road Haulage Act (GüKG) and related empty runs,
7. zero-emission heavy-duty vehicles as defined in Article 2 (1) point 29 (a) of Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42), as last amended by Directive (EU) 2022/362 (OJ L 69, 4.3.2022, p. 1), until 31 December 2025,
8. vehicles predominantly powered by natural gas that were delivered from the factory for operation with CNG, LNG or as a dual-fuel engine with LNG/diesel and are system-approved in accordance with Regulation (EC) No 595/2009, in the period from 1 January 2019 to 31 December 2023,
9. zero-emission vehicles as defined in no. 7 with a technically permissible maximum laden mass of up to 4.25 tonnes,
10. vehicles referred to in section 1 (1) sentence 2 with a technically permissible maximum laden mass of less than 7.5 tonnes that are used for carrying materials, equipment or machinery for the driver's use in the course of the driver's work as a craftsperson or a comparable profession, or for delivering goods which are produced on a craft basis, where the transport is not effected for hire or reward.

The vehicles listed in sentence 1 nos. 2 to 4 may only be exempted from tolls if it is apparent that they are being used for the purposes specified therein. In the case of vehicle combinations, it is the motor vehicle that determines whether the combination is to be exempted from the toll. Zero-emission vehicles also include vehicles with a combustion engine whose primary energy source does not produce carbon dioxide in the pure chemical combustion reaction to generate the energy to power the vehicle. Carbon dioxide components in the exhaust gas resulting from the combustion of technical auxiliary materials are not taken into account in this classification.

(3) The toll referred to in subsection (1) does not have to be paid on:

1. the A 6 federal motorway from the German-French border to Saarbrücken-Fechingen junction in both directions of traffic,
2. the A 5 federal motorway from the German-Swiss border and the German-French border to Müllheim/Neuenburg junction in both directions of traffic,
3. federal highway sections for the use of which a toll is levied under section 2 of the Private-Sector Funding of Trunk Road Construction Act (FStrPrivFinG) of 30 August 1994 (Federal Law Gazette I, p. 2243), as amended.

(4) The Federal Ministry for Digital and Transport is authorized to extend the obligation to pay tolls to clearly specified sections of roads governed by federal state law by means of an ordinance requiring the consent of the Bundesrat if this is justified in order to avoid traffic diverting to avoid paying tolls or for traffic safety reasons or due to their function in linking focal points of long-distance road haulage with the federal trunk road network.

(5) The obligation to pay tolls on the road sections referred to in subsection (4) must be indicated by road traffic signs.

(6) (repealed)

## **Section 2**

### **Persons liable to pay tolls**

(1) The person liable to pay tolls is the person

1. who owns or keeps the motor vehicle,
2. who decides how the motor vehicle is used,
3. who drives the motor vehicle,
4. under whom the motor vehicle is registered or
5. to whom the registration number of the motor vehicle is assigned.

The time at which the use of a toll road begins is decisive. If there is more than one person liable to pay tolls, they are jointly and severally liable.

(2) The toll creditor is the Federation.

### **Section 3 Toll rates and toll calculation**

(1) The toll to be paid is determined by the distance travelled by the vehicle or vehicle combination on toll roads as defined in section 1 and a toll rate per kilometre in accordance with subsection (3) comprising toll component rates for

1. the infrastructure costs,
2. the traffic-based air pollution costs,
3. the traffic-based noise pollution costs and
4. the costs of traffic-based carbon dioxide emissions.

(2) The distance travelled is calculated separately for each section of the toll road network used (toll section). A section is the distance between two intersections as defined in section 3a (1) or by an ordinance issued on the basis of section 3a (2). The length of each section is based on the point of intersection of the connected road axes or, if there is no road axis, on the start or end of the toll section and is to be rounded commercially to the nearest 100 metres. The lengths of the toll sections determined in this way are published on the internet at [www.mauttabelle.de](http://www.mauttabelle.de) for information purposes. If a toll section is not travelled in its entirety, the determined length of the toll section is nevertheless to be taken as the basis for the toll collection.

(3) The toll rate is calculated as the total of the toll component rates under Annex 1.

(4) The toll is calculated by multiplying the toll rate by the length of the toll section to be taken as a basis in accordance with subsection (2). The result is to be rounded commercially to the nearest cent. If the distance travelled comprises several toll sections, the calculation under sentences 1 and 2 must be carried out separately for each toll section; the total toll for the total distance travelled is calculated from this.

(5) The toll component rates under Annex 1 are determined on the basis of an infrastructure cost study by the Federal Ministry of Transport and Digital Infrastructure for a five-year calculation period. For the 2018-2022 calculation period, the costs incurred in 2018 that are not covered by the toll levied in that year are taken into account in the toll component rates for the years 2019 to 2022.

(6) By means of an ordinance not requiring the consent of the Bundesrat, the Federal Ministry for Digital and Transport is authorized to increase the toll component rates for infrastructure costs specified in Annex 1 for periods of particularly heavy traffic or to reduce them for periods of particularly light traffic on clearly specified sections of toll roads for specific time periods in accordance with sentence 2 in order to reduce congestion. To issue an ordinance as referred to in sentence 1, the following requirements must be fulfilled:

1. the variation is transparent, made public and available to all users on equal terms;
2. the variation is applied according to the time of day, type of day or season;

3. no toll component rate for infrastructure costs is more than 175 percent of the average toll component rate for the respective vehicle category;
4. the peak periods during which the higher infrastructure costs are levied for the purpose of reducing congestion do not exceed six hours per day;
5. the variation is devised and applied in a transparent and revenue-neutral way on a road section affected by congestion by offering reduced toll rates for road users who travel during off-peak periods and increased toll rates for road users who travel during peak hours on the same road section;
6. no additional revenue may be generated.

### **Section 3a Intersections**

(1) An intersection within the meaning of this Act is

1. for federal motorways:
  - a) a junction, including an interchange and a Y-intersection,
  - b) a roadside rest area with a space where road traffic law permits vehicles to turn,
  - c) the federal border;
2. for federal highways: every junction of public roads as well as crossroads.

If, in the case of sentence 1 no. 2, the section length is less than 100 metres, intersections are merged. The intersection is then placed at the higher-level road. In the case of same-level roads, the intersection is placed at the road with the higher number according to the numbering of the Federal Highway Information System.

(2) By means of an ordinance not requiring the consent of the Bundesrat, the Federal Ministry for Digital and Transport is authorized to determine intersections for federal highways in derogation from subsection (1) sentence 1 no. 2 and sentences 2 to 4 in order to take account of local circumstances and prevalent road user behaviour. The Federal Ministry for Digital and Transport is further authorized to delegate its power under sentence 1 fully or in part to the Federal Logistics and Mobility Office by means of an ordinance not requiring the consent of the Bundesrat.

### **Section 4 Payment and reimbursement of tolls**

(1) The person liable to pay tolls must pay the toll to the amount stipulated in section 3, also in conjunction with section 14, no later than at the start of the use of the tolled section or, in the case of deferred payment, at the stipulated time, to the Federal Logistics and Mobility Office. The toll is paid for a specific vehicle with the registration number it has been assigned.

(2) Insofar as this Act or the ordinances issued on the grounds of this Act do not specify otherwise, section 13 (3) and sections 16 to 19 and 21 of the Federal Fees Act (BGebG) must be applied with the proviso that, in derogation from section 16 (1) of the Federal Fees Act, a late payment surcharge may be levied

1. which amounts to 5 percentage points above the base interest rate of the amount in arrears per annum and
2. which is payable by the end of the fifth day after the day on which the toll is due.

Reimbursements under section 21 of the Federal Fees Act must be requested from the Federal Logistics and Mobility Office in writing. At the request of the Federal Logistics and

Mobility Office, suitable documents must be submitted to clarify the claim. A decision on the reimbursement request is made by official notice. Section 5 sentence 3 applies accordingly. (3) The Federal Logistics and Mobility Office can transfer the establishment and operation of a toll system to a private party or commission this party to assist in the toll collection (operator). The transfer or commission must be announced by the Federal Logistics and Mobility Office in the Federal Gazette. For the purpose of operating the toll system, the operator may process the following data:

1. amount of the toll paid,
2. distance for which the toll was paid,
3. place and time of payment of the toll,
4. if the toll is paid before the use of toll roads as defined in section 1: the period of time permitted for the journey and the voucher number,
5. registration number and vehicle identification number of the vehicle or vehicle combination,
6. features of the vehicle or vehicle combination determining the amount of the toll,
7. identification number
  - a) of the operator or
  - b) of the provider under section 10 (1) or section 11 (1) of the Toll System Act (MautSysG) of 5 December 2014 (Federal Law Gazette I, p. 1980),
8. identification number of the on-board unit placed in the vehicle for the purpose of toll collection,
9. contract number of the user and cost centre assigned to a journey,
10. position data of the on-board unit placed in the vehicle for the purpose of toll collection.

This data may be processed solely for the purposes of this Act. Transmitting, using or seizing this data under other rules and regulations is not permitted. Sentences 3 to 5 apply accordingly to providers as defined in section 10 (1) and section 11 (1) of the Toll System Act.

(3a) If the Federal Logistics and Mobility Office calculates the toll for the users of providers under section 10 (1) and section 11 (1) of the Toll System Act, including the detection process for distinguishing between tolled and untolled sections and the determination of section-related collection data as well as the creation of toll declarations, the provider must transmit the data specified in subsection (3) sentence 3 nos. 5, 6 and 7 (b) and nos. 8 to 10 to the Federal Logistics and Mobility Office for this purpose. The Federal Logistics and Mobility Office may collect, store and use the data specified in subsection (3) sentence 3 nos. 5, 6 and 7 (b) and nos. 8 to 10 for the purpose specified in sentence 1. After conclusion of the detection process, the Federal Logistics and Mobility Office transmits the toll declarations to the providers under section 10 (1) and section 11 (1) of the Toll System Act. From 1 January 2026, the toll for users of providers under section 10 (1) and section 11 (1) of the Toll System Act will be calculated solely by the Federal Logistics and Mobility Office. The Federal Logistics and Mobility Office may commission the operator to calculate the toll. The commission must be announced by the Federal Logistics and Mobility Office in the Federal Gazette. Section 4 (3) sentences 4 and 5 applies accordingly.

(3b) In derogation from subsection (3) sentences 4 and 5, the Federal Logistics and Mobility Office may, in the period up to 31 December 2025, in the event of a suspected infringement of the cabotage rules set out in Article 8 of Regulation (EC) No 1072/2009 of the European

Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p. 72), as amended, collect the data referred to in subsection (3) sentence 3 nos. 5 and 10 on the first toll section travelled by a vehicle after entering federal territory and on the last toll section travelled before leaving federal territory for the purpose of determining the place and time of border crossing of vehicles registered in a Member State of the European Union or in the European Economic Area for the prosecution of regulatory offences in accordance with section 19 (2a) and (4) no. 2 of the Road Haulage Act.

(4) Persons liable to pay tolls must cooperate in the toll collection. They must use the technical toll collection equipment in a proper manner and provide the information required for determining the toll. By means of an ordinance not requiring the consent of the Bundesrat, the Federal Ministry for Digital and Transport is authorized to determine details of the use of the technical equipment and establish the information required under sentence 2 as well as determine the procedure to be followed when providing this information.

(5) On request, a toll or, in the case of subsection (6) sentence 1, an amount equivalent to the toll is reimbursed fully or in part if the journey for which it was paid is not or not entirely completed (toll reimbursement). The Federal Ministry for Digital and Transport is authorized to determine the procedure to be followed when reimbursing tolls by means of an ordinance not requiring the consent of the Bundesrat. The handling fee for a request for reimbursement may not exceed 20 euros.

(6) If the operator or a provider who has concluded a contract with the Federal Logistics and Mobility Office in accordance with section 4d (1) or section 4f (1) undertakes to make an unconditional payment to the Federal Logistics and Mobility Office in the amount of the toll incurred by the person liable to pay tolls, the person liable to pay tolls is released from the obligation to pay the toll to the Federal Logistics and Mobility Office to the extent that the person liable to pay tolls

1. proves that a legal relationship exists between them and the operator or the respective provider on the basis of which the person liable to pay tolls must pay or has paid a charge in the amount of the toll to be paid to the operator or the respective provider for each use of a toll road as defined in section 1 and
2. ensures that their obligations arising from the legal relationship are fulfilled.

Proof under sentence 1 must be provided in an appropriate manner; in particular, subsection (4) sentences 1 and 2 and the provisions issued on the basis of subsection (4) sentence 3 and section 5 sentence 2 as well as section 7 (5) and (6) apply accordingly.

#### **Section 4a European Electronic Toll Service**

The toll system under this Act is an electronic toll system as defined in section 1 (1) of the Toll System Act.

#### **Section 4b Federal Logistics and Mobility Office**

Unless otherwise specified in this Act, the Federal Logistics and Mobility Office is the federal authority responsible for the electronic toll system under this Act in accordance with the Toll System Act.

#### **Section 4c Accreditation procedure**

(1) The accreditation under section 10 of the Toll System Act for toll roads under section 1 requires

1. a test agreement as specified in section 4d (1) to be concluded,
2. a test procedure as specified in section 4d (3) to be carried out,

3. limited accreditation as specified in section 4e (1) to be granted,
  4. the pilot operation as specified in section 4e (2) to be carried out and
  5. an accreditation contract as specified in section 4f (1) to be concluded.
- (2) The suitability for use test under section 23 of the Toll System Act consists of the test procedure referred to in subsection (1) no. 2 and the pilot operation referred to in subsection (1) no. 4.

#### **Section 4d**

##### **Test agreement and test procedure**

(1) The Federal Logistics and Mobility Office must conclude a contract under public law with a provider that is registered in accordance with section 4 of the Toll System Act and has applied for accreditation to provide toll-related services in accordance with section 10 (1) of the Toll System Act, with which the provider enables the Federal Logistics and Mobility Office to determine whether the requirements under section 4f (1) are met (test agreement).

(2) Each test agreement contains standardized provisions for all providers that are specified in more detail by an ordinance issued in accordance with section 4h sentence 1

1. on the timing and organization of the test procedure and pilot operation, including the start and end of the test procedure and pilot operation,
2. on the obligations of the provider and the Federal Logistics and Mobility Office to cooperate and provide services,
3. on the lawful handling of data, in particular data security, data protection, handling of confidential data, transmission, storage, restriction of processing and erasure,
4. on the conditions for the provider's participation in toll collection as part of the pilot operation,
5. on liability regulations, contractual penalties and termination rights,
6. on measures to secure the financial entitlements of the Federal Government,
7. on the charges to be paid by the provider for the services provided as part of the test procedure under section 4d (3) and the pilot operation under section 4e (2), including their amount and the terms of payment,
8. on the restriction of the provider's rights and the complete or partial waiver of the provider's rights to the benefit of the Federal Government and
9. on the obligations of the provider after the test agreement has ended.

The test agreement may also include provisions that are not directly related to the provision of services but are necessary to specify other relationships of the contracting parties.

(3) After conclusion of the test agreement under subsection (1), the Federal Logistics and Mobility Office determines whether the respective provider that has applied for accreditation to provide toll-related services on toll roads under section 1 fulfils the requirements under section 4f (1) nos. 1 to 3, insofar as this is possible before the pilot operation under section 4e (2) is carried out.

#### **Section 4e**

##### **Limited accreditation and pilot operation**

(1) In accordance with section 11 (1) of the Toll System Act, the Federal Logistics and Mobility Office accredits by administrative act a provider that has applied to provide toll-related services on toll roads under section 1 for the purpose of carrying out the pilot operation under subsection (3) (limited accreditation) if the provider has successfully passed the test procedure under section 4d (3).

(2) After granting limited accreditation under subsection (1), the Federal Logistics and Mobility Office determines in the course of a pilot operation as specified in section 11 (1) of the Toll System Act whether the respective provider that has applied for accreditation to provide toll-related services on toll roads under section 1 fulfils the requirements set out in section 4f (1) nos. 1 to 3.

#### **Section 4f** **Accreditation of providers**

(1) In accordance with section 10 (2) of the Toll System Act, the Federal Logistics and Mobility Office accredits by contract under public law (accreditation contract) a provider that has applied to participate in the collection of tolls on toll roads under section 1 if the provider

1. ensures that they participate in the collection of tolls only in accordance with section 4 (6),
2. ensures that the toll is calculated in accordance with section 3 (4), insofar as the calculation is made by the provider,
3. fulfils the domain statements for toll roads under section 1 that are defined by ordinance in accordance with section 4i, in particular if the suitability for use of the interoperability constituents used by the provider has been determined in accordance with the procedure set out in section 23 of the Toll System Act.

(2) Each accreditation contract contains standardized provisions for all providers that are specified in more detail by an ordinance issued in accordance with section 4h sentence 1

1. on the conditions for participation in toll collection by the provider and the scope of participation in the context of toll collection,
2. on the start of the provision of toll-related services and on the term and termination of the accreditation contract,
3. on the manner of fulfilment of the contract,
4. on the groups of cases in which the procedure for determining the suitability for use of interoperability constituents under section 23 of the Toll System Act must be repeated completely or in part,
5. on the obligations of the provider and the Federal Logistics and Mobility Office to cooperate and provide services,
6. on the lawful handling of data, in particular data security, data protection and the handling of confidential data, transmission, storage, restriction of processing and erasure,
7. on the measures to ensure complete toll collection and disbursement of tolls to the Federal Logistics and Mobility Office and to carry out monitoring of the provider, including access and inspection rights of the Federal Logistics and Mobility Office,
8. on the requirements to secure the financial entitlements of the Federal Government,
9. on the restriction of the provider's rights and the complete or partial waiver of the provider's rights to the benefit of the Federal Government,
10. on the charges to be paid by the provider for repeating the procedure for determining the suitability for use of interoperability constituents under section 23 of the Toll System Act, including their amount and the terms of payment,



11. on the charges to be paid by the provider to cover the costs specified in section 9 (1) sentence 2 no. 1 in conjunction with subsection (3) of the Toll System Act,
12. on liability regulations, contractual penalties and termination rights,
13. on the obligations of the provider after the accreditation contract has ended and
14. on the remuneration of the provider.

The accreditation contract may also include provisions that are not directly related to the provision of services but are necessary to specify other relationships of the contracting parties.

#### **Section 4g Monitoring**

(1) The Federal Logistics and Mobility Office monitors compliance with the obligations of the providers arising from the test agreements referred to in section 4d (1), the limited accreditations referred to in section 4e (1) and the accreditation contracts referred to in section 4f (1) and takes the measures necessary to establish or dispel a reasonable suspicion of a violation or to eliminate any violations found or to prevent future violations. In particular, this includes the right to terminate a test agreement under section 4d (1) or an accreditation contract under section 4f (1) if the conditions for termination are met.

(2) The Federal Logistics and Mobility Office must revoke the limited accreditation if the conditions under section 4f (1) are no longer met. The Federal Logistics and Mobility Office must rescind the limited accreditation if the conditions under section 4f (1) were not met.

(3) The Federal Logistics and Mobility Office may revoke the limited accreditation if the provider violates obligations arising from this Act, on the basis of this Act or from the test agreement specified in section 4d (1) and it is therefore not possible to carry out the pilot operation properly.

(4) Objections to and action to rescind or revoke the limited accreditation have no suspensory effect.

#### **Section 4h**

##### **Ordinances on the test agreement and accreditation contract**

The Federal Ministry for Digital and Transport is authorized to uniformly determine the details of the provisions of the test agreement under section 4d (2) and the accreditation contract under section 4f (2) by means of an ordinance not requiring the consent of the Bundesrat. The Federal Ministry for Digital and Transport is further authorized to delegate its power under sentence 1 fully or in part to the Federal Logistics and Mobility Office by means of an ordinance not requiring the consent of the Bundesrat.

#### **Section 4i**

##### **Ordinances on domain statements**

The Federal Ministry for Digital and Transport is authorized to determine the domain statements within the meaning of section 9 (1), (3) and (4) of the Toll System Act for toll roads under section 1 by means of an ordinance not requiring the consent of the Bundesrat. The Federal Ministry for Digital and Transport is further authorized to delegate its power under sentence 1 fully or in part to the Federal Logistics and Mobility Office by means of an ordinance not requiring the consent of the Bundesrat.

#### **Section 4j**

##### **User lists**

(1) For the purposes specified in subsection (3), the operator and the providers accredited under section 4e or section 4f transmit to the Federal Logistics and Mobility Office electronically and on a daily basis data as specified in sentence 2 on the respective contracts that the operator or the provider has concluded with their users (user lists). The following data must be stored in the user lists:

1. registration number of the vehicle or vehicle combination,
2. identification number of the on-board unit,
3. contract number of the user.

(2) At the request of the Federal Logistics and Mobility Office, the operator and the providers accredited under section 4e or section 4f must transmit the following data for the purposes specified in subsection (3):

1. name and address of the user,
2. registration number of the vehicle or vehicle combination,
3. identification number of the on-board unit,
4. contract number of the user.

(3) The Federal Logistics and Mobility Office may collect, store and use the data referred to in subsections (1) and (2) only to perform its statutory tasks in the scope of monitoring compliance with the obligation to pay tolls and prosecuting violations as well as when monitoring the operator and the providers accredited under section 4e or section 4f. Transmitting, using or seizing this data under other rules and regulations is not permitted.

(4) The data referred to in subsection (1) must be deleted by the Federal Logistics and Mobility Office three years after the end of the calendar year in which the data was transmitted. The data referred to in subsection (2) must be deleted by the Federal Logistics and Mobility Office immediately after the purpose of transmission has been fulfilled, but at the latest after expiry of the retention periods under budgetary law.

## **Section 5**

### **Obligation of the person liable to pay tolls to provide evidence**

(1) At the request of the operator referred to in section 4 (3) sentence 1, of a provider under section 10 (1) or section 11 (1) of the Toll System Act or of the Federal Logistics and Mobility Office, the person liable to pay tolls must provide evidence of the facts relevant to the toll collection. The Federal Ministry for Digital and Transport is authorized to determine the details of the provision of evidence by means of an ordinance not requiring the consent of the Bundesrat. If no proper evidence is provided for the technically permissible maximum laden mass of the motor vehicle or vehicle combination, the toll component rate for the infrastructure costs is calculated according to the maximum rate in Annex 1 no. 1 (c) or (d), depending on the number of axles. If no proper evidence is provided for the emission standard of the vehicle, the toll component rate for the traffic-based air pollution costs is calculated according to the maximum rate in Annex 1 no. 2 (a) category F. If no proper evidence is provided for the carbon dioxide emission class of the vehicle, the toll component rate for the costs of transport-based carbon dioxide emissions is calculated according to carbon dioxide emission class 1 in Annex 1 no. 4.

(2) If there is disagreement between the person liable to pay tolls and the operator under section 4 (3) sentence 1 or a provider under section 10 (1) or section 11 (1) of the Toll System Act regarding the features of the motor vehicle or vehicle combination relevant to the toll amount, the Federal Logistics and Mobility Office must determine these features upon request.

## **Section 6**

### **Toll collection equipment**

The operator must set up the equipment for operating the toll system and for determining the use of toll roads as defined in section 1 upon approval of the competent authorities of the federal states and, for federal motorways, the Federal Trunk Road Authority. Insofar as, in accordance with Article 90 (4) or Article 143e (2) of the Basic Law, federal highways located in the territory of a federal state are taken over into federal administration by the Federal

Government at the request of that state, the Federal Trunk Road Authority is responsible for granting approval for these federal highways under sentence 1.

### **Section 7 Enforcement**

(1) The Federal Logistics and Mobility Office monitors compliance with the provisions of this Act. When monitoring compliance with the obligation to pay tolls, the Federal Logistics and Mobility Office may use the assistance of an operator as defined in section 4 (3). For this purpose, the operator may be assigned the task of determining the use of toll roads as defined in section 1 and the proper payment of tolls.

(2) Within the scope of their enforcement activities, the Federal Logistics and Mobility Office and the operator may collect, store, use and transmit to one another the following data:

1. picture of the vehicle,
2. name of the person driving the motor vehicle,
3. place and time of the use of toll roads as defined in section 1,
4. registration number of the vehicle or vehicle combination,
5. features of the vehicle or vehicle combination determining the amount of the toll,
6. the following data stored in the on-board unit:
  - a) time of activation,
  - b) the current operating status, the previous three operating statuses and the time and place of the respective change of operating status,
  - c) place, time and quality of the last position determination,
  - d) place and time of the last confirmation of receipt by the driver and the confirmed system notification,
  - e) the vehicle category, the currently valid and previously stored technically permissible maximum laden mass and the currently valid and previously stored number of axles of the vehicle or vehicle combination,
  - f) the user's contract number, the identification number of the on-board unit and
  - g) the identification number of the operator or provider under sections 4e and 4f, as well as
7. information on blocked on-board units, including the period of blocking and the reason for the blocking.

This data may be processed and used solely for the purpose of monitoring compliance with the provisions of this Act. Transmitting, using or seizing this data under other rules and regulations is not permitted.

(3) For the purpose of carrying out the enforcement under subsection (1), the operator transmits to the Federal Logistics and Mobility Office the data relating to the payment of tolls under section 4 (3) sentence 3 nos. 1 to 9. The Federal Logistics and Mobility Office may also process the data it has received to monitor the operator. Sentences 1 and 2 apply accordingly to providers under sections 4e and 4f. If the toll is calculated for the users of the providers under sections 4e and 4f by the Federal Logistics and Mobility Office in accordance with section 4 (3a), the Federal Logistics and Mobility Office may also process the data under section 4 (3) sentence 3 nos. 1 to 9 to monitor the providers under sections 4e and 4f.

(3a) The Federal Logistics and Mobility Office may also use optical-electronic equipment on toll roads under section 1 (1) on a random basis to check whether the operator is properly monitoring compliance with the obligation to pay tolls in accordance with section 7 (1) sentence 2. Section 4 of the Federal Data Protection Act (BDSG) does not apply. The data collected may only be stored and used for the purpose stated in sentence 1; section 2 sentence 3 applies accordingly.

(4) The employees of the Federal Logistics and Mobility Office may stop motor vehicles for the purpose of checking compliance with the obligation to pay tolls under section 1. The persons entitled to perform checks are authorized to issue orders for the purpose of carrying out the checks referred to in sentence 1. This does not relieve road users of their obligation to exercise due care and attention.

(5) If a person liable to pay tolls has paid a toll before using a toll road as defined in section 1 and has been issued a voucher documenting this prepayment, they must carry this voucher in their vehicle when using a toll road as defined in section 1 within the scope of their obligation to provide evidence under section 5 and must present it for inspection if requested to do so by persons authorized to perform checks. This person must also present for inspection the vehicle's registration document or Part I of the registration certificate, the required transport documents and their driving licence to the persons authorized to perform checks. If authorization for journeys is required (permit under the Road Haulage Act and proof of the employment and activities of motor vehicle crews, Community licence, ECMT licence, ECMT removals permit or a third country permit) or if proof has to be provided that the motor vehicle meets certain technical, safety and environmental requirements, sentence 2 applies accordingly. On request, the driver must provide any information that is important for carrying out the check.

(6) A person liable to pay tolls as defined in section 2 no. 1 or 2 must not instruct or allow a driver not to carry or to present to persons authorized to perform checks

1. the prepaid voucher referred to in subsection (5) sentence 1 or
2. another document referred to in section 5 sentences 2 and 3.

(7) Persons authorized to perform checks are entitled to collect the tolls due for payment at the site of the check. Section 8 (2) applies accordingly. They may prohibit the driver from continuing the journey until the toll has been paid if the driver refuses to pay the toll at the site of the check despite being requested to do so and there is reason to believe that it is doubtful whether it will be possible to collect the toll at a later date.

(8) Wider powers conferred on the Federal Logistics and Mobility Office by other statutory instruments for monitoring compliance with the provisions of this Act remain unaffected.

## **Section 8**

### **Recovery of tolls**

(1) Toll may also be recovered by issuing a notice to persons liable to pay tolls who have used the respective toll road. Ancillary provisions may be attached to the notice. Power to recover tolls may be conferred on the operator for those cases in which, as described in section 7 (1) sentence 3, use of a toll road as defined in section 1 has been determined and the toll due has not been paid and has not been collected within the scope of the checks referred to in section 7 (7). The appeals authority is the Federal Logistics and Mobility Office.

(2) If, in the administrative procedure on the recovery of tolls, it is not possible to determine the actual distance travelled by the vehicle using toll roads as defined in section 1, a toll is charged corresponding to a distance of 500 kilometres on toll roads as defined in section 1. In the case of sentence 1, the toll component rate for infrastructure costs is based on the amount specified in Annex 1 no. 1 (d), the toll component rate for air pollution costs is based on the amount specified in Annex 1 no. 2 (a) category F and the toll component rate for costs of traffic-based carbon dioxide emissions is based on the amount specified in Annex 1 no. 4 (a), unless the person liable to pay tolls can prove that they are subject to a more favourable group of cases. The toll component rate for noise pollution costs is based on the amount

specified in Annex 1 no. 3. A toll is not recovered if the person liable to pay tolls can prove that they fulfilled their obligations when paying the toll.

#### **Section 8a**

##### **Publication of administrative acts abroad**

In addition to section 41 (2) of the Administrative Procedure Act, section 122 (2) no. 2 of the Fiscal Code applies accordingly to the publication of administrative acts abroad.

#### **Section 8b**

##### **Prohibition of offsetting**

Offsetting is not permitted against toll claims that are determined by administrative act in accordance with section 7 (7) sentence 1 and section 8 (1) sentences 1 and 3.

#### **Section 9**

##### **Deletion of data, statistics**

(1) The operator must immediately delete the data stored in accordance with section 4 (3) sentence 3 nos. 1 to 9 if a request for reimbursement of tolls has not been submitted within the prescribed time limit. If a request for reimbursement of tolls has been submitted within the prescribed time limit, the data must be deleted as soon as the procedure has been concluded. Sentences 1 and 2 apply accordingly to providers under sections 4e and 4f.

(1a) The data stored in accordance with section 4 (3) sentence 3 no. 10 and section 4 (3a) sentence 2 in conjunction with subsection (3) sentence 3 no. 10 must be anonymized automatically by the operator and the provider under sections 4e and 4f immediately after conclusion of the detection process and deleted no later than 120 days after conclusion of the detection process. If the toll for users of providers under sections 4e and 4f is calculated by the Federal Logistics and Mobility Office in accordance with section 4 (3a), sentence 1 applies accordingly to the Federal Logistics and Mobility Office. Providers under sections 4e and 4f must delete the data referred to in section 4 (3) sentence 3 no. 10 immediately after receiving the toll declarations referred to in section 4 (3a) sentence 3, but at the latest 72 hours after transmitting the data referred to in section 4 (3) sentence 3 no. 10 to the Federal Logistics and Mobility Office.

(2) The Federal Logistics and Mobility Office must delete the data referred to in section 4 (3) sentence 3 no. 5 four years after the end of the calendar year in which the use of toll roads was concluded. The other data transmitted in accordance with section 7 (3) sentence 1 must be deleted six years after transmission.

(3) The data referred to in section 7 (2) sentence 1 must be deleted immediately

1. as soon as it has been ascertained that the toll has been paid and a request for reimbursement of the toll is not admissible or such a request has not been submitted within the prescribed time limit,

2. as soon as a procedure for reimbursement of tolls has been concluded.

(4) If it is ascertained that the toll has not been paid, the data referred to in section 7 (2) sentence 1 must be deleted

1. by the operator after conclusion of the recovery procedure,

2. by the Federal Logistics and Mobility Office two years after the data was first stored.

If the data referred to in section 7 (2) sentence 1 is processed within the scope of proceedings under the Act on Regulatory Offences (OWiG) or in the context of a recovery procedure, the general data protection provisions for the regulatory fining proceedings or for the administrative proceedings apply in addition to sentence 1.

(5) Pictures and data collected and stored within the scope of the enforcement activities specified in section 7 (2) are deleted immediately after the check has been carried out if the vehicle is not subject to tolls.

(5a) The Federal Logistics and Mobility Office must delete the data referred to in section 7 (3a) sentence 1 three months after collection. In derogation from sentence 1, the Federal Logistics and Mobility Office must delete the data six years after the end of the calendar year in which it was collected if a measurement case documented on the basis of this data affects the amount of the operator's remuneration.

(6) Data stored in accordance with this Act may be used in anonymized form for statistical and traffic management purposes. The data stored in accordance with section 4 (3) sentence 3 nos. 2, 6, 8 and 10 may be used immediately after collection in pseudonymized form for statistical evaluations for the purpose of traffic management and improving traffic flow and road safety insofar as the use for these purposes in pseudonymized form is necessary and there is no reason to assume that the legitimate interests of the data subjects in having their data excluded from use prevail. The data referred to in section 4 (3) sentence 3 nos. 2, 6 and 8 used in accordance with sentence 2 must be automatically deleted or anonymized for the purposes of sentence 1 immediately after the purpose for which the data was pseudonymized has been achieved, but at the latest after 120 days. The data referred to in section 4 (3) sentence 3 no. 10 used in accordance with sentence 2 must be automatically deleted immediately after its statistical analysis.

(7) At regular intervals, the Federal Logistics and Mobility Office makes the toll data referred to in section 4 (3) sentence 3 nos. 1, 2 and 6 available in anonymized form to all interested parties via the National Access Point referred to in section 2 no. 11 of the Intelligent Transport Systems Act (IVSG) of 11 June 2013 (Federal Law Gazette I, p. 1553), which was last amended by Article 1 of the Act of 17 June 2017 (Federal Law Gazette I, p. 2690), free of charge and in standardized form.

## **Section 10**

### **Provisions on regulatory fines**

(1) A regulatory offence is deemed to have been committed by any person who, intentionally or negligently,

1. fails to pay a toll, fails to pay the full amount of a toll or fails to pay a toll in a timely manner, in contravention of section 4 (1) sentence 1,
2. fails to comply with an enforceable order issued under section 7 (4) sentence 2,
3. fails to carry the voucher or evidence in their vehicle or fails to present it in a timely manner, in contravention of section 7 (5) sentence 1 in conjunction with an ordinance under section 5 sentence 2, also in conjunction with section 4 (6) sentence 2,
4. fails to provide information, provides information that is incorrect or incomplete, or fails to provide information in a timely manner, in contravention of section 7 (5) sentence 4, also in conjunction with section 4 (6) sentence 2,
5. or allows a driver not to carry or present the voucher or evidence, in contravention of section 7 (6) no. 1, also in conjunction with section 4 (6) sentence 2.

(2) In the cases referred to in subsection (1) nos. 1 and 2, persons committing a regulatory offence are liable to a fine not exceeding twenty thousand euros; in the other cases, they are liable to a fine not exceeding ten thousand euros.

(3) The administrative authority within the meaning of section 36 (1) no. 1 of the Act on Regulatory Offences is the Federal Logistics and Mobility Office.

## **Section 10a**

### **Obligation to bear costs if the driver of the motor vehicle cannot be identified**

(1) If, in regulatory fining proceedings for an offence under section 10 (1) nos. 1 and 2, the driver of the motor vehicle who committed the offence cannot be identified before the limitation period for prosecution expires or if identifying that person would require unreasonable effort, the costs of the proceedings are imposed on the keeper of the motor

vehicle or the person who determines the use of the motor vehicle; in this case, that person must bear the expenses. A decision under sentence 1 is not made if it would be unjust to charge the keeper of the motor vehicle or the person who determines the use of the motor vehicle with the costs. Section 25 a (2) and (3) of the Road Traffic Act (StVG) applies accordingly.

(2) Section 107 (2) of the Act on Regulatory Offences applies accordingly.

### **Section 11 Toll revenue**

(1) The toll revenue is fully credited to the federal budget and is transferred as an additional item to the transport budget minus an annual amount of 150 million euros.

(2) The toll revenue is used to cover expenses

1. for the operation, monitoring and enforcement of the toll system,
2. of up to 450 million euros annually for the implementation of federal programmes to achieve employment, qualification, environmental and safety objectives in companies operating road haulage vehicles subject to tolls and
3. incurring in the context of the implementation of the Toll System Act.

(3) The authorities responsible for the construction of a toll road or a section of a toll road are entitled to the toll revenue generated on the sections for which they are responsible accrued from the toll component rates under section 3 (1) nos. 1 to 3 after taking into account the deductions specified in subsections (1) and (2) on a pro rata basis. The Federal Government is entitled to the toll revenue accrued from the toll component rate under section 3 (1) no. 4. Half of the toll revenue to which the Federal Government is entitled is to be earmarked to improve the transport infrastructure for federal trunk roads, including expenses for the operation, planning services and administration of the company under private law within the meaning of the Infrastructure Company Establishment Act (InfrGG), and the other half for measures in the area of mobility, predominantly for measures relating to the federal railways. If the authority responsible for road construction is not the Federal Government, the toll revenue to which that authority is entitled under sentence 1 is earmarked via the federal budget to improve the transport infrastructure for federal trunk roads. If the Federal Government is responsible for road construction, it provides the toll revenue to which it is entitled under sentence 1 to the company under private law within the meaning of the Infrastructure Company Establishment Act on a pro rata basis for the road network for which it is responsible within the scope of the provisions of sentence 3.

(4) The earmarking specified in subsection (3) sentence 2 does not apply to the toll revenue generated on the road sections referred to in section 1 (4).

(5) Funds under subsection (1) not spent in a financial year are to be made available as an additional item to the transport budget in the financial year after next. Expenses not covered by revenue under subsection (1) are to be cut in the transport budget in the financial year after next. The actual revenue and expenditure must be taken into account for this purpose.

### **Section 12 Start of toll collection on federal motorways**

The start of toll collection on federal motorways subject to tolls is governed by section 12 of the Motorway Toll Act for Heavy Goods Vehicles (ABMG) in the version promulgated on 2 December 2004 (Federal Law Gazette I, p. 3122), which was last amended by Article 6 of the Act of 29 May 2009 (Federal Law Gazette I, p. 1170).

### **Section 13 Report on the tolls levied**

(1) By 25 March 2025, and every five years thereafter, the Federal Ministry for Digital and Transport publishes a report on the tolls levied in aggregate form.

(2) The report that is to be made public in accordance with subsection (1) must include information on:

1. the evolution of charging for the use of road infrastructure, in particular the networks and vehicle categories covered, including any exemptions from the obligation to pay tolls;
2. the variation of the toll component rate for infrastructure costs according to the vehicle category;
3. the variation of the toll component rate for infrastructure costs according to the time of day or type of day;
4. the external-cost charge levied for each combination of vehicle category, type of road and period of time;
5. the toll component rates for infrastructure costs and the total revenue raised through these rates;
6. the total revenue raised through external-cost charges;
7. the total revenue raised through tolls;
8. the use of revenues generated and how this use has allowed the Federal Government to meet the goals referred to in Article 9 (2) of Directive 1999/62/EC, or, where such revenues are allocated to the general budget, information on the level of expenditure allocated to road transport infrastructure and sustainable transport projects and
9. the evolution of the share of vehicles belonging to the various emission classes on toll roads.

### **Section 13a**

#### **Transitional arrangements**

(1) Until the end of 30 June 2018, sections 1, 3a and 11 of this Act in the version in force on 30 March 2017 continue to apply with the proviso that, in deviation from the aforementioned version, all vehicles and vehicle combinations intended or used for road haulage are subject to tolls.

(2) By means of an ordinance not requiring the consent of the Bundesrat, the Federal Government is authorized to determine a date after 1 December 2023 as of which a toll component rate for costs of traffic-based carbon dioxide emissions as specified in section 3 (1) no. 4 is to be levied, insofar as this is necessary for technical or legal reasons with regard to the proper collection of the toll. The date must be set in such a way that the toll component rate for the costs of transport-based carbon dioxide emissions can be levied as soon as possible after the reason for the ordinance no longer applies.

### **Section 14**

#### **Matters arisen in past periods**

(1) For matters arisen between 1 July 2003 and 31 August 2007, the toll rate is determined in accordance with Annex 2 in deviation from section 3 (3). Within the scope of Annex 2, the German Road Vehicles Registration and Licensing Regulations (StVZO) in the version in force on 31 August 2007 apply.

(2) For matters arisen between 1 September 2007 and 31 December 2008, the toll rate is determined in accordance with Annex 3 in deviation from section 3 (3). Within the scope of Annex 3, the German Road Vehicles Registration and Licensing Regulations in the version in force on 31 December 2008 apply.

(3) For matters arisen between 1 January 2009 and 31 December 2014, the toll rate is determined in accordance with Annex 4 in deviation from section 3 (3). Within the scope of



Annex 4, the German Road Vehicles Registration and Licensing Regulations in the version in force on 31 December 2014 apply.

(4) For matters arisen between 1 January 2015 and 30 September 2015, the toll rate is determined in accordance with Annex 5 in deviation from section 3 (3). Within the scope of Annex 5, the German Road Vehicles Registration and Licensing Regulations in the version in force on 30 September 2015 apply.

(5) For matters arisen between 1 October 2015 and 31 December 2018, the toll rate is determined in accordance with Annex 6 in deviation from section 3 (3). Within the scope of Annex 6, the German Road Vehicles Registration and Licensing Regulations in the version in force on 31 December 2018 apply.

(6) For matters arisen between 1 January 2019 and 27 October 2020, the toll rate is determined in accordance with Annex 7 in deviation from section 3 (3). Within the scope of Annex 7, the German Road Vehicles Registration and Licensing Regulations in the version in force on 27 October 2020 apply.

(7) For matters arisen between 28 October 2020 and 30 September 2021, the toll rate is determined in accordance with Annex 8 in deviation from section 3 (3). Within the scope of Annex 8, the German Road Vehicles Registration and Licensing Regulations in the version in force on 30 September 2021 apply.

(8) For matters arisen between 1 October 2021 and 31 December 2022, the toll rate is determined in accordance with Annex 9 in deviation from section 3 (3). Within the scope of Annex 9, the German Road Vehicles Registration and Licensing Regulations in the version in force on 31 December 2022 apply.

(9) For matters arisen between 1 January 2023 and 30 November 2023, the toll rate is determined in accordance with Annex 10 in deviation from section 3 (3). Within the scope of Annex 10, the German Road Vehicles Registration and Licensing Regulations in the version in force on 30 November 2023 apply.

(10) For matters arisen between 1 December 2023 and 30 June 2024, the toll rate is determined in accordance with Annex 11 in deviation from section 3 (3).

## **Section 15 (repealed)**

### **Annex 1 (to section 3 (3)) Calculation of the toll rate**

(Source: Federal Law Gazette 2023 I, no. 315, pp. 8–9)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1 for vehicles and vehicle combinations subject to tolls:
  - a) with a technically permissible maximum laden mass of more than 3.5 tonnes and less than 7.5 tonnes, irrespective of the number of axles: 0.052 euros,
  - b) with a technically permissible maximum laden mass from 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.066 euros,
  - c) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.107 euros,
  - d) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.141 euros,
  - e) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.155 euros.
2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:

a) for vehicles or vehicle combinations subject to tolls per kilometre, broken down according to the technically permissible maximum laden mass and number of axles, in euros:

Category	> 3.5 to < 7.5 t	7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 or more axles
A	0.011	0.015	0.015	0.022	0.023
B	0.043	0.043	0.052	0.062	0.062
C	0.055	0.059	0.063	0.080	0.087
D	0.079	0.088	0.101	0.134	0.149
E	0.098	0.113	0.121	0.164	0.182
F	0.102	0.114	0.123	0.169	0.187
G	0.001	0.001	0.001	0.001	0.001

b) Assignment of vehicles under section 1 (1) to the categories A to F listed under (a) on the basis of their emission standard and to category G:

- aa) Category A Vehicles complying with the EURO VI emission standard,
- bb) Category B Vehicles complying with the EEV 1 and EURO V emission standards,
- cc) Category C Vehicles complying with the EURO IV emission standard,
- dd) Category D Vehicles complying with the EURO III emission standard,
- ee) Category E Vehicles complying with the EURO II emission standard,
- ff) Category F Vehicles complying with the EURO I emission standard and vehicles not categorized under any EURO or EEV standard,
- gg) Category G More environmentally friendly vehicles than category A (including zero-emission vehicles as of 1 January 2026).

3. Toll component rate for the costs of traffic-based noise pollution per kilometre, broken down according to the technically permissible maximum laden mass and number of axles for vehicles or vehicle combinations subject to tolls under section 3 (1) no. 3, in euros:

> 3.5 to < 7.5 t	7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 or more axles
0.014	0.016	0.016	0.016	0.012

4. Toll component rate for the costs of traffic-based carbon dioxide emissions per kilometre as referred to in section 3 (1) no. 4:

a) for vehicles or vehicle combinations subject to tolls, broken down according to carbon dioxide emission class, emission standard, technically permissible maximum laden mass and number of axles per kilometre in accordance with section 3 (1) no. 4, in euros:

Carbon dioxide emission class		> 3.5 to < 7.5 t	7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t and 4 axles	> 18 t with 5 or more axles
1	EURO I and more pollutant	0.080	0.080	0.104	0.158	0.158	0.162
	Euro II Euro III	0.080	0.080	0.104	0.138	0.138	0.162
	Euro IV EURO V EEV	0.080	0.080	0.100	0.134	0.134	0.160

	Class 1						
	EURO VI	0.074	0.080	0.100	0.124	0.134	0.158
2		0.070	0.076	0.096	0.118	0.128	0.150
3		0.067	0.072	0.090	0.111	0.120	0.142
4		0.037	0.040	0.050	0.063	0.068	0.079
5		0	0	0	0	0	0

b) The assignment of the vehicles referred to in section 1 (1) sentence 2 to the carbon dioxide emission classes listed under (a) is made in accordance with Article 7ga (2) sentence 1 in conjunction with Article 2 (1) points 28, 30, 34 to 38 of Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of vehicles for the use of road infrastructure (OJ L 187, 20.7.1999, p. 42), as last amended by Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022. In accordance with Article 7ga (2) sentence 2 sentence 1, vehicles assigned to carbon dioxide emission classes 2 and 3 are reclassified six years after their first registration on the basis of the limit values applicable at the time of the review. If a new carbon dioxide emission class is determined, it will apply no later than six years and one day after the date of first registration of the vehicle concerned.

#### **Annex 2 (to section 14 (1))**

#### **Toll rates in the period from 1 July 2003 to 31 August 2007**

(Source: Federal Law Gazette I 2013, p. 2551)

1. The toll per kilometre for vehicles or vehicle combinations subject to tolls with up to three axles is
  - a) 0.09 euros in Category A,
  - b) 0.11 euros in Category B,
  - c) 0.13 euros in Category C.
2. The toll per kilometre for vehicles or vehicle combinations subject to tolls with four axles or more is
  - a) 0.10 euros in Category A,
  - b) 0.12 euros in Category B,
  - c) 0.14 euros in Category C.
3. Vehicles under section 1 (1) are assigned to the categories listed under nos. 1 and 2 on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations as follows:
  - a) in the period from 1 July 2003 to 30 September 2006
 

Category A	Vehicles complying with the S 4, S 5 and EEV class 1 emission standards,
Category B	Vehicles complying with the S 3 and S 2 emission standards,
Category C	Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations;
  - b) in the period from 1 October 2006 to 31 August 2007
 

Category A	Vehicles complying with the S 5 and EEV class 1 emission standards,
Category B	Vehicles complying with the S 4 and S 3 emission standards,
Category C	Vehicles complying with the S 2 and S 1 emission standards plus vehicles

that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

**Annex 3 (to section 14 (2))**

**Toll rates in the period from 1 September 2007 to 31 December 2008**

(Source: Federal Law Gazette I 2013, p. 2552)

1. The toll per kilometre for vehicles or vehicle combinations subject to tolls with up to three axles is

- a) 0.10 euros in Category A,
- b) 0.12 euros in Category B,
- c) 0.145 euros in Category C.

2. The toll per kilometre for vehicles or vehicle combinations subject to tolls with four axles or more is

- a) 0.11 euros in Category A,
- b) 0.13 euros in Category B,
- c) 0.155 euros in Category C.

3. Vehicles under section 1 (1) are assigned to the categories listed under nos. 1 and 2 on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations as follows:

Category A	Vehicles complying with the S 5 and EEV 1 emission standards,
Category B	Vehicles complying with the S 4 and S 3 emission standards,
Category C	Vehicles complying with the S 2 and S 1 emission standards plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

**Annex 4 (to section 14 (3))**

**Toll rates in the period from 1 January 2009 to 31 December 2014**

(Source: Federal Law Gazette I 2011, p. 1383)

1. The toll per kilometre for vehicles or vehicle combinations subject to tolls with up to three axles is

- a) 0.141 euros in Category A,
- b) 0.169 euros in Category B,
- c) 0.190 euros in Category C,
- d) 0.274 euros in Category D.

2. The toll per kilometre for vehicles or vehicle combinations subject to tolls with four axles or more is

- a) 0.155 euros in Category A,
- b) 0.183 euros in Category B,
- c) 0.204 euros in Category C,
- d) 0.288 euros in Category D.

3. Vehicles under section 1 (1) are assigned to the categories listed under nos. 1 and 2 on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations as follows:

Category A	Vehicles complying with the EEV 1 and S 5 emission standards,
Category B	Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
Category C	Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
Category D	Vehicles complying with the S 2 and S 1 emission standards plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations

**Annex 5 (to section 14 (4))**

**Toll rates in the period from 1 January 2015 to 30 September 2015**

(Source: Federal Law Gazette I 2014, pp. 2473–2474)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1:

Vehicles and vehicle combinations subject to tolls:

- a) with up to three axles: 0.125 euros,
- b) with four or more axles: 0.131 euros.

2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:

a) Vehicles or vehicle combinations subject to tolls irrespective of the number of axles and the roads used:

- aa) 0.000 euros in Category A,
- bb) 0.021 euros in Category B,
- cc) 0.032 euros in Category C,
- dd) 0.063 euros in Category D,
- ee) 0.073 euros in Category E,
- ff) 0.083 euros in Category F.

b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:

aa)	Category A	Vehicles complying with the S 6 emission standard,
bb)	Category B	Vehicles complying with the EEV 1 and S 5 emission standards,
cc)	Category C	Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex

- XXVII of the German Road Vehicles Registration and Licensing Regulations,
- dd) Category D Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- ee) Category E Vehicles complying with the S 2 emission standard,
- ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

**Annex 6 (to section 14 (5))**

**Toll rates in the period from 1 October 2015 to 31 December 2018**

(Source: Federal Law Gazette I 2015, p. 923)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1:

Vehicles or vehicle combinations subject to tolls:

- a) with two axles: 0.081 euros,
- b) with three axles: 0.113 euros,
- c) with four axles: 0.117 euros,
- d) with five or more axles: 0.135 euros.

2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:

a) Vehicles or vehicle combinations subject to tolls irrespective of the number of axles and the roads used:

- aa) 0.000 euros in Category A,
- bb) 0.021 euros in Category B,
- cc) 0.032 euros in Category C,
- dd) 0.063 euros in Category D
- ee) 0.073 euros in Category E,
- ff) 0.083 euros in Category F.

b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:

- aa) Category A Vehicles complying with the S 6 emission standard,
- bb) Category B Vehicles complying with the EEV 1 and S 5 emission standards,
- cc) Category C Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- dd) Category D Vehicles complying with the S 3 emission standard plus vehicles

- complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- ee) Category E Vehicles complying with the S 2 emission standard,
  - ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

Electrically powered vehicles as defined in section 2 no. 1 of the Electric Mobility Act (EmoG), as amended, are assigned to Category A if they are labelled in accordance with section 4 of the Electric Mobility Act.

#### **Annex 7 (to section 14 (6))**

##### **Toll rates in the period from 1 January 2019 to 27 October 2020**

(Source: Federal Law Gazette I 2021, pp. 1611–1612)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1:

Vehicles or vehicle combinations subject to tolls:

- a) with a technically permissible maximum laden mass of 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.08 euros,
- b) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.115 euros,
- c) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.16 euros,
- d) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.174 euros.

2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:

- a) Vehicles or vehicle combinations subject to tolls irrespective of the number of axles, the technically permissible maximum laden mass and the roads used:

- aa) 0.011 euros in Category A,
- bb) 0.022 euros in Category B,
- cc) 0.032 euros in Category C,
- dd) 0.064 euros in Category D,
- ee) 0.074 euros in Category E,
- ff) 0.085 euros in Category F.

- b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:

- aa) Category A Vehicles complying with the S 6 emission standard,
- bb) Category B Vehicles complying with the EEV 1 and S 5 emission standards,
- cc) Category C Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate

- abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- dd) Category D Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- ee) Category E Vehicles complying with the S 2 emission standard,
- ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

3. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 3: 0.002 euros.

#### **Annex 8 (to section 14 (7))**

#### **Toll rates in the period from 28 October 2020 to 30 September 2021**

(Source: Federal Law Gazette I 2021, p. 1612)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1:

Vehicles or vehicle combinations subject to tolls:

- a) with a technically permissible maximum laden mass of 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.065 euros,
- b) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.112 euros,
- c) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.155 euros,
- d) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.169 euros.

2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:

a) Vehicles or vehicle combinations subject to tolls irrespective of the number of axles, the technically permissible maximum laden mass and the roads used:

- aa) 0.011 euros in Category A,
- bb) 0.022 euros in Category B,
- cc) 0.032 euros in Category C,
- dd) 0.064 euros in Category D,
- ee) 0.074 euros in Category E,
- ff) 0.085 euros in Category F.

b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:



- aa) Category A Vehicles complying with the S 6 emission standard,
- bb) Category B Vehicles complying with the EEV 1 and S 5 emission standards,
- cc) Category C Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- dd) Category D Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- ee) Category E Vehicles complying with the S 2 emission standard,
- ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

3. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 3: 0.002 euros.

**Annex 9 (to section 14 (8))**

**Toll rates in the period from 1 October 2021 to 31 December 2022**

(Source: Federal Law Gazette I 2022, p. 2238)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1 for vehicles and vehicle combinations subject to tolls:
- a) with a technically permissible maximum laden mass of 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.065 euros,
  - b) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.112 euros,
  - c) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.155 euros,
  - d) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.169 euros.
2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:
- a) for vehicles or vehicle combinations subject to tolls irrespective of the number of axles, the technically permissible maximum laden mass and the roads used:
    - aa) 0.012 euros in Category A,
    - bb) 0.023 euros in Category B,
    - cc) 0.034 euros in Category C,
    - dd) 0.067 euros in Category D,
    - ee) 0.078 euros in Category E,
    - ff) 0.089 euros in Category F;

- b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:
- aa) Category A Vehicles complying with the S 6 emission standard,
  - bb) Category B Vehicles complying with the EEV 1 and S 5 emission standards,
  - cc) Category C Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
  - dd) Category D Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
  - ee) Category E Vehicles complying with the S 2 emission standard,
  - ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.
3. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 3: 0.002 euros.

**Annex 10 (to section 14 (9))**

**Toll rates in the period from 1 January 2023 to 30 November 2023**

(Source: Federal Law Gazette 2023 I no. 315, pp. 6–7)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1 for vehicles and vehicle combinations subject to tolls:
- a) with a technically permissible maximum laden mass of 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.067 euros,
  - b) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.109 euros,
  - c) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.143 euros,
  - d) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.155 euros.
2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:
- a) for vehicles or vehicle combinations subject to tolls, broken down according to the technically permissible maximum laden mass and number of axles, in euros:

Category	7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 axles or more
A	0.015	0.015	0.022	0.023
B	0.043	0.052	0.062	0.062
C	0.059	0.063	0.080	0.087
D	0.088	0.101	0.134	0.149
E	0.113	0.121	0.164	0.182

F	0.114	0.123	0.169	0.187
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b) Assignment of the vehicles under section 1 (1) to the categories listed under (a) on the basis of their emission standard under section 48 in conjunction with Annex XIV of the German Road Vehicles Registration and Licensing Regulations:

- aa) Category A Vehicles complying with the S 6 emission standard,
- bb) Category B Vehicles complying with the EEV 1 and S 5 emission standards,
- cc) Category C Vehicles complying with the S 4 emission standard plus vehicles complying with the S 3 emission standard that are in particulate abatement category PMK 2 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- dd) Category D Vehicles complying with the S 3 emission standard plus vehicles complying with the S 2 emission standard that are in particulate abatement category PMK 1 or higher within the meaning of Annex XXVII of the German Road Vehicles Registration and Licensing Regulations,
- ee) Category E Vehicles complying with the S 2 emission standard,
- ff) Category F Vehicles complying with the S 1 emission standard plus vehicles that are not categorized under any emission standard listed in Annex XIV of the German Road Vehicles Registration and Licensing Regulations.

3. Toll component rate for the costs of traffic-based noise pollution, broken down according to the technically permissible maximum laden mass and number of axles per kilometre under section 3 (1) no. 3, in euros:

7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 axles or more
0.016	0.016	0.016	0.012

**Annex 11 (to section 14 (10))**

**Toll rates in the period from 1 December 2023 to 30 June 2024**

(Source: Federal Law Gazette 2023 I no. 315, pp. 9–11)

1. Toll component rate for infrastructure costs per kilometre as referred to in section 3 (1) no. 1 for vehicles and vehicle combinations subject to tolls:
  - a) with a technically permissible maximum laden mass of 7.5 tonnes to less than 12 tonnes, irrespective of the number of axles: 0.067 euros,
  - b) with a technically permissible maximum laden mass of 12 tonnes to 18 tonnes, irrespective of the number of axles: 0.109 euros,
  - c) with a technically permissible maximum laden mass of more than 18 tonnes and up to three axles: 0.143 euros,
  - d) with a technically permissible maximum laden mass of more than 18 tonnes and with four or more axles: 0.155 euros.
2. Toll component rate for the costs of traffic-based air pollution per kilometre as referred to in section 3 (1) no. 2:
  - a) for vehicles or vehicle combinations subject to tolls per kilometre, broken down according to the technically permissible maximum laden mass and number of axles, in euros:

Category	7.5 to < 12 t	12 to 18 t	> 18 t with up to	> 18 t with 4 or
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			3 axles	more axles
A	0.015	0.015	0.022	0.023
B	0.043	0.052	0.062	0.062
C	0.059	0.063	0.080	0.087
D	0.088	0.101	0.134	0.149
E	0.113	0.121	0.164	0.182
F	0.114	0.123	0.169	0.187
G	0.001	0.001	0.001	0.001

b) Assignment of vehicles under section 1 (1) to the categories A to F listed under (a) on the basis of their emission standard and to category G:

- aa) Category A Vehicles complying with the EURO VI emission standard,
- bb) Category B Vehicles complying with the EEV 1 and EURO V emission standards,
- cc) Category C Vehicles complying with the EURO IV emission standard,
- dd) Category D Vehicles complying with the EURO III emission standard,
- ee) Category E Vehicles complying with the EURO II emission standard,
- ff) Category F Vehicles complying with the EURO I emission standard and vehicles not categorized under any EURO or EEV standard,
- gg) Category G More environmentally friendly vehicles than category A (including zero-emission vehicles as of 1 January 2026).

3. Toll component rate for the costs of traffic-based noise pollution per kilometre, broken down according to the technically permissible maximum laden mass and number of axles for vehicles or vehicle combinations subject to tolls under section 3 (1) no. 3, in euros:

7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 axles or more
0.016	0.016	0.016	0.012

4. Toll component rate for the costs of traffic-based carbon dioxide emissions per kilometre as referred to in section 3 (1) no. 4:

a) for vehicles or vehicle combinations subject to tolls, broken down according to carbon dioxide emission class, emission standard, technically permissible maximum laden mass and number of axles, in euros:

Carbon dioxide emission class		7.5 to < 12 t	12 to 18 t	> 18 t with up to 3 axles	> 18 t with 4 axles	> 18 t with 5 or more axles
1	EURO I and more pollutant	0.080	0.104	0.158	0.158	0.162
	Euro II Euro III	0.080	0.104	0.138	0.138	0.162
	Euro IV EURO V EEV Class 1	0.080	0.100	0.134	0.134	0.160
	EURO VI	0.080	0.100	0.124	0.134	0.158
2		0.076	0.096	0.118	0.128	0.150
3		0.072	0.090	0.111	0.120	0.142
4		0.040	0.050	0.063	0.068	0.079
5		0	0	0	0	0

b) The assignment of the vehicles referred to in section 1 (1) sentence 2 to the carbon dioxide emission classes listed under (a) is made in accordance with Article 7ga (2) sentence 1 in conjunction with Article 2 (1) points 28, 30, 34 to 38 of Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of vehicles for the use of road infrastructure (OJ L 187, 20.7.1999, p. 42), as last amended by Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022. In accordance with Article 7ga (2) sentence 2, vehicles assigned to carbon dioxide emission classes 2 and 3 are reclassified six years after their first registration on the basis of the limit values applicable at the time of the review. If a new carbon dioxide emission class is determined, it will apply no later than six years and one day after the date of first registration of the vehicle concerned.