

Press Release

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Basic knowledge # Automatic log-on

The further development of the toll system has led to innovations in automatic toll collection. Between fall 2017 and March 2018, more than a million On-Board Units (OBUs) were incrementally transitioned to centralised toll collection. The software in the On-Board Units was updated via mobile networks. This means that all installed On-Board Units can continue to be used without the trucks having to visit a workshop. The conversion occurred in response to the expansion of the truck toll to all federal trunk roads. Since 1 July 2018 more than 52,000 kilometres of motorways and federal trunk roads have been subject to toll for vehicles and vehicle combinations with a gross vehicle weight of 7.5 tonnes or more. The requirements in this regard for updating route information are especially stringent. Compared to the motorways, federal trunk roads are subject to many changes more often and quicker – construction, road closures, bans. This means that the basic data required for toll collection will change more often and at shorter notice than previously.

The On-Board Unit in centralised toll collection

The On-Board Unit switches on automatically when the ignition is started. The driver must check the data entered (number of axles and gross vehicle weight) before every journey and must edit it if necessary. The toll-relevant vehicle data of the truck are saved on the On-Board Unit. The toll owing is then assigned to the customer based on the vehicle licence plate number. Provided toll has been incurred, transport companies receive a toll statement on a regular basis, once per month.

With centralised toll collection, the OBUs transmit the relevant vehicle features and journey data to the computing centre in encrypted form. Following successful transfer to the computing centre, the journey data are deleted from the On-Board Unit. The computing centre decrypts the data in a specially secured area, processes the sections subject to toll and calculates the toll charges. With centralised toll collection, data protection is comprehensively ensured through the practices of data economy, data avoidance and a consistent deletion concept.

The OBU display also changed when the conversion to centralised toll collection occurred. The number of axles, the toll area designation in which the truck is travelling and the weight appear on the display during the journey. The usual acoustic signal used to date when driving through a route section in Germany has been discontinued, with no

replacement. However, the green LED on the OBU still signals correct toll collection to the driver. Information about the individual journeys is available on the Toll Collect customer portal under "Non-invoiced journeys". The data are generally available by the next business day. Cost centre assignment facilitates customer billing.

For more information go to www.toll-collect.de