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Increase in toll costs on the German long-distance road network

Ladies and gentlemen,

As the media and the daily press have already reported in recent weeks, the legislator has already implemented various steps to extend the toll on Germany's main road network or these are in further immediate implementation.

Herewith we would like to inform you about the current status and already advise you of the first effects on the cost structure.

Essentially, two significant changes or adjustments have been made:

1. Extension of toll collection to all federal highways

On July 1, 2018, the Germany-wide toll network for trucks will be expanded. In addition to motorways and federal highways similar to motorways, all other federal highways will also be included in the route-dependent truck tolls in future. Up to now, the toll road network has extended to around 15,000 km, but in future it will also include the 40,000 km wide federal road network.

The legal basis for this can be found in the fourth amendment to the Federal Highway Toll Act of 31 March 2017.

2. Adjustment of toll rates as of 01.01.2019

The Federal Ministry of Transport has presented the basis for a significant toll increase as of 1.1.2019 in the 2018 - 2022 report on infrastructure costs. According to Directive 1999/62/EC, costs for air and noise pollution will be included in the toll in addition to infrastructure costs. The draft law on the fifth amendment to the Federal Highway Toll Act is currently being discussed by the various bodies, but it can be assumed that the toll rates in the various classes will be significantly adjusted.

Both measures will in any case have a direct influence on the transport cost calculation. Any adjustments to the transport prices will be agreed in individual discussions with you in due course. However, an increase in transport costs will not be avoidable.

We will inform you immediately as soon as we have reliable information on the effects of the measures described or the exact amount of the tolls.

Our sales and key account management staff will be happy to answer any further questions you may have at any time.

We hope that we have informed you comprehensively with these statements and remain kind regards

A MEMBER OF HÄMMERLING GROUP

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Soweit wir als Dienstleister beauftragt werden, arbeiten wir ausschließlich auf Grundlage der Allgemeinen Deutschen Spediteurbedingungen 2017 (ADSp 2017).

To the extent we are in charge as service provider, we operate exclusively in accordance with the Allgemeine Deutsche Spediteurbedingungen 2017 (ADSp 2017) (German Freight Forwarders' General Terms and Conditions 2017)



Truck tolls: Two cost increases within a few months

Forwarding industry relies on acceptance of the shipping industry

Berlin, April 18, 2018

From 2019, the burdens on road freight transport in Germany will increase by a total of 2.5 billion euros compared with the previous year. This is the result of the new expert opinion on infrastructure costs (WGK) commissioned by the Federal Ministry of Transport and Digital Infrastructure. The regional expansion of the truck toll to the entire 40,000 km long road network as of July 1, 2018 will already trigger an enormous increase in costs of 2 billion euros. The additional burdens will then increase by a further 500 million euros at the beginning of next year as a result of the planned legal increase in tolls for trucks over 7.5 tonnes.

„This double jump in logistics costs will have an impact on freight and consumer prices,“ forecasts Frank Huster, Managing Director of the German Freight Forwarding and Logistics Association (DSLVL). „The distance-dependent road tax used to maintain the road infrastructure has the effect of an excise tax. Only if industry, trade and consumers are treated as direct originators of freight transports will be able to maintain their claim to universal

availability of all goods at any place and at any time“.

The DSLVL welcomes the existence of uniform toll rates on motorways and federal highways in the future Federal Highway Toll Act. „This clearly contributes to the transparent presentation of logistics costs to their customers,“ says Huster. „The forwarding industry is building on the acceptance of the shipping industry for the two cost increases caused by legal measures within a very short time.

The harmonisation of tolls has its price: unlike in the past, the particularly low-emission EURO VI vehicles will also be charged external costs for air pollution and noise in the future. Four-axle vehicles in this emission class of more than 18 tons will be particularly burdened with an increase in tolls (from 11.7 to 18.7 ct/km) of up to 59 percent. Toll costs (from 13.5 to 18.7 ct/km) for the particularly low-emission five-axle 18 tonne and above will still rise by 38.5 percent. Modern EURO VI trucks already cover 65 percent of all toll kilometers in Germany today.

About the DSLV: As the umbrella organisation, the DSLV represents the forwarding and logistics sector as well as the transport industry across all modes of transport (road, rail, sea, inland waterway and air freight), including the organisation, provision, control, optimisation

and safeguarding of freight flow processes along the supply chain. The DSLV represents about 3,000 companies with more than 550,000 employees through its 16 regional associations.

Source:

DSLV Deutscher Speditions- und Logistikverband e.V.: „Forwarding industry builds on acceptance of the shipping industry“, at https://www.dslv.org/dslv/web.nsf/id/li_fdihaxcr7.html (accessed on 25.05.2018).