

**AUSTRIA****Autobahnen- und Schnellstrassen-Finanzierungs-Aktiengesellschaft (ASFINAG)**

Rotenturmstrasse 5-9  
 A-1010 Vienna  
 T: +43 (0) 501 08 100 60  
 F: +43 (0) 501 08 106 20  
 E: [office@asfinag.at](mailto:office@asfinag.at)  
 W: <http://www.asfinag.at>

See the statistics

See the network  
(01.01.2011)**ASFINAG – the reliable partner**

ASFINAG was founded in 1982 as a private limited company, owned by the Republic of Austria (100%). This company was not operatively active, nor in the field of construction neither in the field of motorway operation. Its aim was limited to financing services.

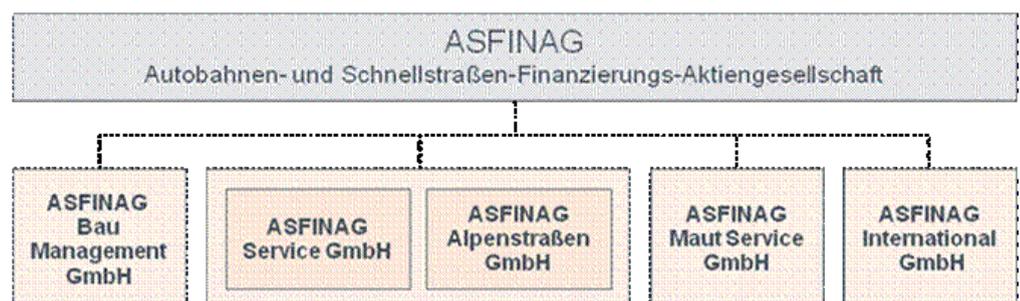
In 1997 ASFINAG was transformed into a company responsible for building, operating, tolling and financing Austria's motorway and expressway network. Since that time ASFINAG has the usufructs right and collects tolls for the use of its network. These tolls are the most important financing basis for ASFINAG as ASFINAG receives no money from the state even if the company is still owned by the Republic of Austria.

ASFINAG's core competences consist in motorway operation, tolling and construction management. Main objectives are to ensure and optimise traffic flow, traffic safety and driving comfort, taken into account the demand of the road users. Reliability and efficiency are the basis of our activities.

Furthermore, the permanent development and providing of important parts of the high-grade trunk network system regarding terms of traffic, economic matters and aspects of national economy is one of the superior objectives of ASFINAG.

Since 2005, the operational tasks of ASFINAG are performed by five subsidiaries, whilst the group holding company is responsible for the company strategy and corporate service functions.

The subsidiaries are the ASFINAG Alpenstraßen GmbH (alpine roads) and the ASFINAG Service company for operation, maintenance and traffic management. The ASFINAG Bau Management GmbH responsible for construction management and the ASFINAG Maut Service GmbH which is in charge of the tolling services. The portfolio is topped off by ASFINAG International GmbH which is basically participating in international infrastructural traffic projects (consultancy services and participation in PPP projects).

**ASFINAG CORPORATE STRUCTURE****MISSION AND VISION 2015****ASFINAG'S PHILOSOPHY**

Roads are the basis for individual mobility, economic development and prosperity. ASFINAG has been entrusted with the important societal task of maintaining and expanding the motorway and expressway network and funding related projects. This is a major responsibility – and one we do our utmost to fulfil. To this end management has focused closely on the topics of corporate philosophy, the company's strategic orientation and our vision for the year 2015. ASFINAG's goals, positions and values have been clearly defined so they may be shared with the public at large to ensure transparency and to provide all of the company's employees with reliable guidelines for their daily work.

ASFINAG's philosophy is reflected in the corporate MISSION statement:

- ASFINAG is an efficiently operating, user financed builder and operator of motorways and expressways.
- The road network we provide meets our customers' requirements, is well-serviced and expanded with a special focus on traffic safety and high availability.
- All our activities are directed towards fulfilling our economic, environmental and social responsibility whilst strengthening Austria's position as a business location.

Our medium-term goal and our motivation are reflected in our VISION 2015:

ASFINAG is one of Europe's leading motorway network operators with a special focus on availability, information, safety and promoting intermodality by interlinking with public transport. An essential pillar of our work is our common understanding of the corporate values we all share.

We focus on the following five core values:

- Service
- Reliability
- Responsibility
- Teamwork
- Respect

#### **MOTORWAYS AND ECONOMIC DEVELOPMENT - TOLLING**

With 2011, the Austrian motorway and expressway network was more than 2,170 km long. About 340 km of this network consist of tunnels and about 340 km of bridges.

ASFINAG operates three different kind of tolling systems (Toll Sticker, Special Toll and Electronic Tolling).

##### **Toll Sticker**

Since 1997, passenger cars and motorcycles are obliged to buy toll stickers when they want to drive on the Austrian motorways and expressways, with the exception of the special toll sections. Thanks to a comprehensive network of around 5,500 point of sales, ASFINAG has ensured smooth distribution of the toll stickers. The simple system, and the modest fees charged have contributed greatly to the broad public acceptance of the time-related toll system in Austria.

##### **Special toll sections**

The sections that require considerable investments due to especially costly alpine terrain (the A9 Pyhrn motorway, the A10 Tauern motorway, the A11 Karawanken motorway, the A13 Brenner motorway and the S16 Arlberg expressway) - all together about 140 km - are subject to a distance related toll payment (special toll sections).

##### **GO system**

Distance-related tolls for Austria's motorways and expressways are charged for all vehicles over 3.5 t maximum gross weight (trucks, buses and heavy motor homes). Toll collection is conducted with microwave technology, using a fully electronic system which does not hinder the flow of traffic (multilane free-flow system). Vehicles required to pay tolls which use the primary road network in Austria must be fitted with an onboard unit, the so-called "GO-Box", which can be obtained at about 180 selling points.

The amount of the toll-fee depends on the number of axes and the EURO emission category and is graded according to the following categories:

<b>Tolling according to EURO emission classes</b> Rates for vehicles with a max. permissible gross weight of over 3.5 t (as of 1 January 2012)	  	  	  
<b>Rate group</b>	<b>Category 2</b> 2 axes	<b>Category 3</b> 3 axes	<b>Category 4+</b> 4 and more axes
<b>A</b> EURO emission category EURO VI	<b>0,145</b>	<b>0,2030</b>	<b>0,3045</b>
<b>B</b> EURO emission category EURO EEV	<b>0,150</b>	<b>0,2100</b>	<b>0,3150</b>
<b>C</b> EURO emission category EURO IV & V	<b>0,165</b>	<b>0,2310</b>	<b>0,3465</b>
<b>D</b> EURO emission category EURO 0 to III	<b>0,187</b>	<b>0,2618</b>	<b>0,3927</b>
Rates in EUR per kilometer driven (excl. 20% VAT)			

On the special toll sections - as before – also for vehicles over 3.5 t maximum gross weight an increased kilometre tariff applies.

The toll enforcement is done through a combination of automatic and manual systems.

#### **FUTURE TRENDS**

##### **Interoperability - European Electronic Toll Service (EETS)**

Since the implementation of the Austrian electronic tolling system, ASFINAG is committed to establish interoperable solutions for its customers. Therefore since 1st of January 2004, bilateral interoperability is in operation with Switzerland and several interoperability tests and initiatives were performed during the last years.

As of September 1, 2011, the implementation of TOLL2GO is another step leading to an inter-system and inter-country toll

service. Henceforth, the German toll operator Toll Collect GmbH and ASFINAG have implemented a toll system based on interoperability between a microwave-based toll system and a satellite-aided toll system. Since 2009 the Decision 2009/750 completed the Directive 2004/52/EC (Interoperability of tolling systems) – ASFINAG intensified its activities and started in close cooperation of the Austrian Federal Ministry of Transport, Innovation and Technology the preparations of the implementation of EETS. The implementation of this European wide service would be one of the biggest challenges for toll operators in the next years.

#### **Road Safety Programme 2020**

ASFINAG set itself the target to become one of Europe's leading road operators, whereas top priority is given to road safety. The new «Road Safety Programme 2020» summarizes all activities of ASFINAG aimed to increase road safety. It is actually a catalogue indicating in total 130 measurements subdivided in thirteen topic areas. What they all have in common is that they aim to continue to significantly decrease the number of fatal accidents and road traffic accidents with personal injury.

The «Road Safety Programme 2020» is based on the evaluation and analyses of all accidents. The exact kind of accident, the severity degree as well as the accident frequency were examined very thoroughly and subsequently concrete measurements were deducted and taken. The clear decrease of the traffic figures shows that consistently working on safety measurements and equipment and continuously improving the communication with the drivers really makes an impact.

For further information please visit the ASFINAG web-site [asfinag.at](http://asfinag.at).

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