Interoperability: what do users want?

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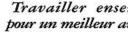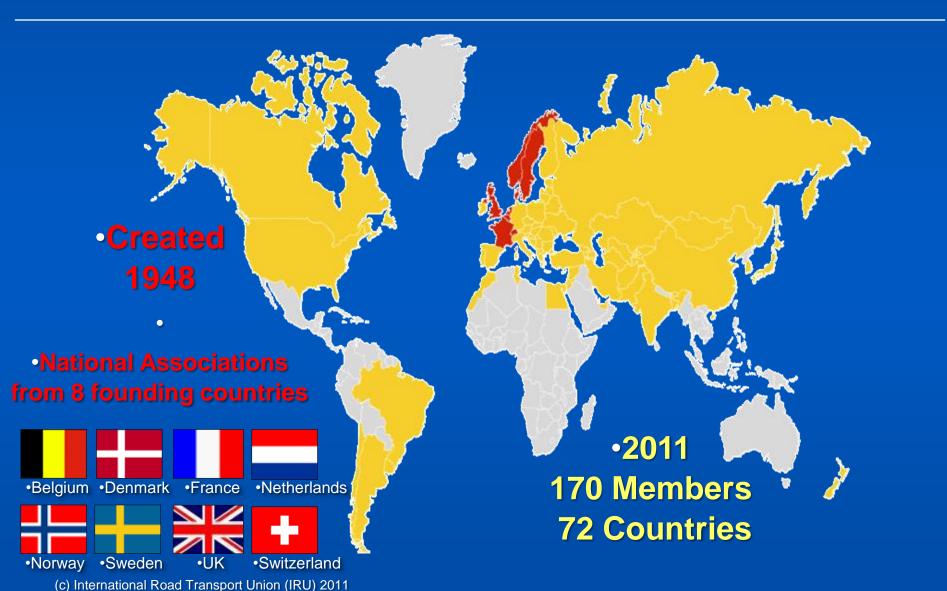# This is the IRU

Evolution of IRU Membership

IRU

- **Created 1948**
-
- **National Associations from 8 founding countries**

- Belgium
- Denmark
- France
- Netherlands
- Norway
- Sweden
- UK
- Switzerland

- **2011**
- **170 Members**
- **72 Countries**

What do we have today?

21 EU Member States have a charging system, of which:

- ➢ 5 EU Member States have an "integrated electronic network-wide system" (AU, CZ, DE, SL, PL)

- ➢ 5 have the Eurovignette system, electronic since 1 October 2008 (BE, DK, LU, NL, SE)

- ➢ Others have a mixed system using paper or electronic means, some requiring an OBU (BG, HU, LT, RO, FR, GR, IE, IT, PT, ES, SL)

Consequences!

- ✓ A **multitude** of different systems
- ✓ A **multitude** of different providers
- ✓ A **multitude** of OBUs
- ✓ A **multitude** of technical problems and penalties
- ✓ A **multitude** of contracts + administrative fees
- ✓ A **multitude** of bills
- ✓ A **multitude** of payment methods
- ✓ A **huge** administrative burden

An unacceptably heavy and expensive situation

What do transport operators **<u>not</u> want**?

- Regional interoperability solutions without an EETS covering the 27 Member States

- Higher costs attached to the use of EETS. Operators need to see a financial gain

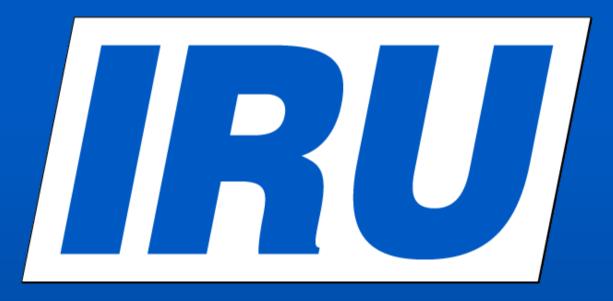- Higher tolls or user charges when using EETS as compared with the national/local provider

What do transport operators **want**?

- One single market = Payments with:
  - ✓ One single provider
  - ✓ One single interoperable box
  - ✓ One single contract
  - ✓ One single administrative fee
  - ✓ One single bill

- Reduction of costs and administrative burden

- A respect of the European legislation, including the deadlines for its implementation

- Penalties for non-compliance with EU legislation and deadlines

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for a better future*

IRU

since 1948