

Overview of Irish Tolling Scene



IBTTA Transportation Summit of South Africa

13th March 2012, Capetown

Agenda

- **Overview of Irish Tolling Scene**
 - **Background**
 - **Current Status**
 - **Next Steps**
 - EETS**
 - Information Exchange Agency**
 - **Future Tolling Plans**

About Ireland

- **Island on Periphery of mainland Europe**
- **Population 4.8M**
- **EU Member State**
- **ITS Governance**
 - **National Authorities**
 - **Local Authorities**
 - **EU**



“Small in Size but Big in Stature”

Overview of Irish Tolling Scene

Background

■ Eastlink Bridge

- 1st Toll Facility Opened in 1984
- AADT 22,000

■ Westlink Bridge

- 1st Motorway Toll Facility
- Opened in 1990
- 2nd Span added 2003
- AADT 98,000



Overview of Irish Tolling Scene

Background

- **Westlink Bridge**
 - Key part of M50 Ring Road
 - Initial AADT forecasts 12,000
 - Became a 'Car Park' during Peak Traffic

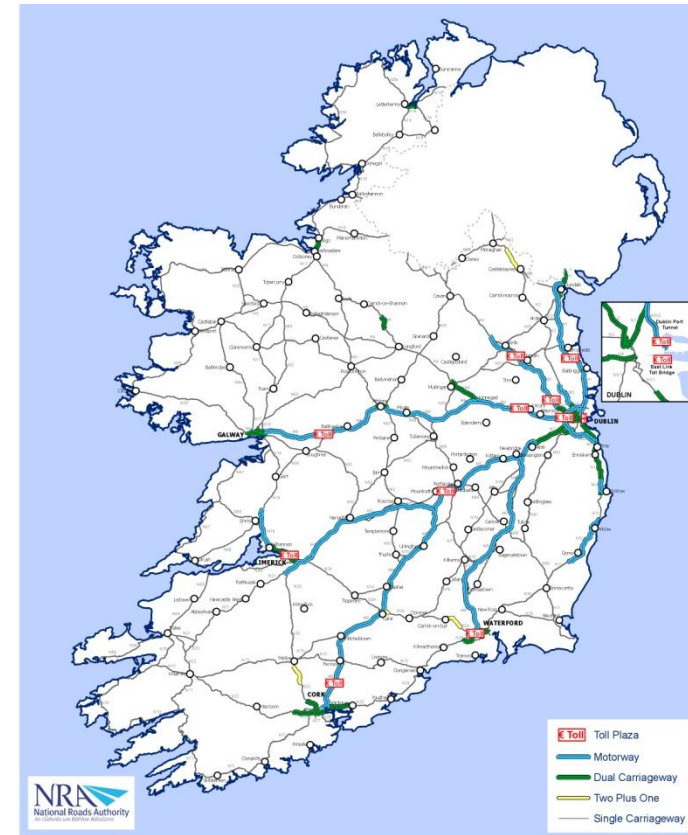


Overview of Irish Tolling Scene

Background

■ Motorway Development

- Pre 2000: Under-developed Network
- Major Investment Programme Implemented
- PPP's played a Key Role
- PPP Model evolved between 2003 and 2010



Overview of Irish Tolling Scene

Background – PPP Works!

- There are currently ten toll roads on the national network and one on the local network;
- The majority of the toll roads have been funded using Public Private Partnerships;
- Users have a choice of ETC Products
 - There are 2 independent service providers who also offer other transport services such as parking;
 - The majority of the toll roads also issue their own tags today;
 - All parties engage in cooperative marketing – e.g. there is a common website www.tagcompare.ie





Overview of Irish Tolling Scene

Background – ETC Interoperability

- **National ETC interoperability is a critical feature of the Irish motorway network**
 - The NRA has promoted electronic toll collection on Irish toll roads and full national interoperability for ETC users across the network;
- **History**
 - 2000 – Introduction of ETC on Westlink and Eastlink;
 - 2003–2010 - New motorway network with toll roads;
 - 2007 - Introduction of national ETC interoperability;
 - 2008 - Introduction of multi-lane free flow on M50;
 - 2008 - Introduction of National ‘EETS’ (Tag) Providers;
 - 2010–2011 – Preparation for European Interoperability;

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Current Status – ORT Works

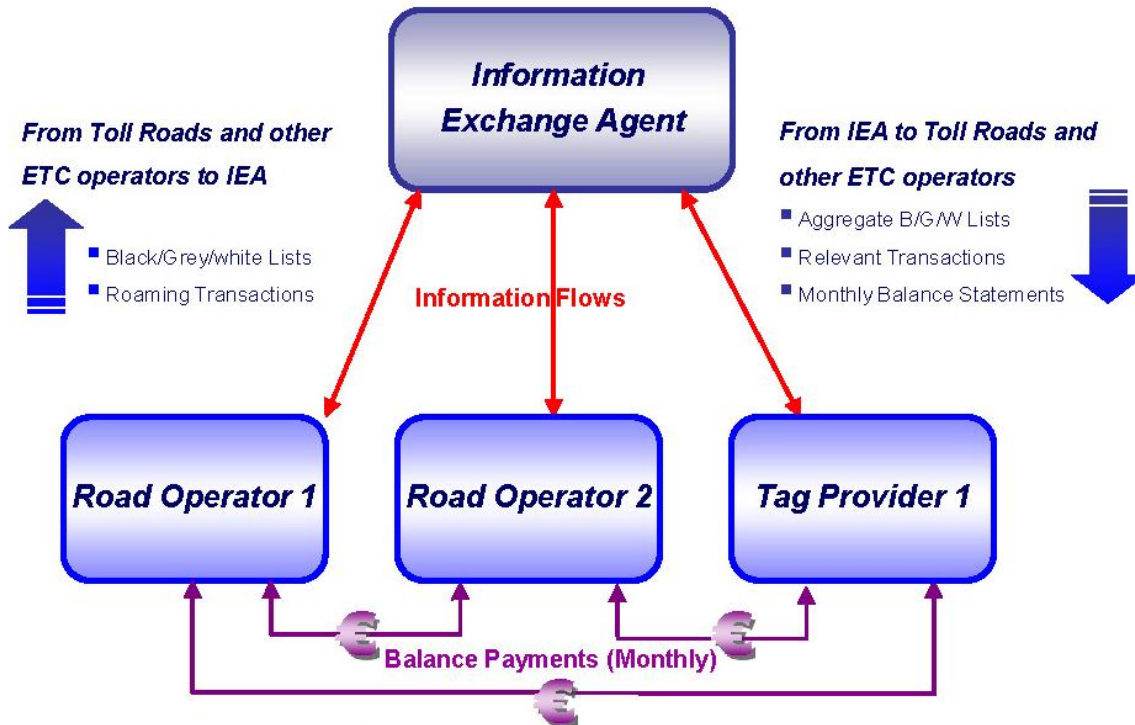
- **ORT combined with Infrastructure Improvements;**
- **M50 system demonstrates the benefits to the user;**
- **System has bedded down;**
- **Payment by pre-registered tag or video toll account;**
- **Video Toll Payment by unregistered drivers by 8pm on following day;**
- **Challenge is to increase Tag penetration and reduce unregistered video tolling;**



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Current Status – Interoperability Works

- Information Exchange Agency
- Multiple parties interface agreement (NRA, IEA, Toll Roads, Independent Tag Providers)



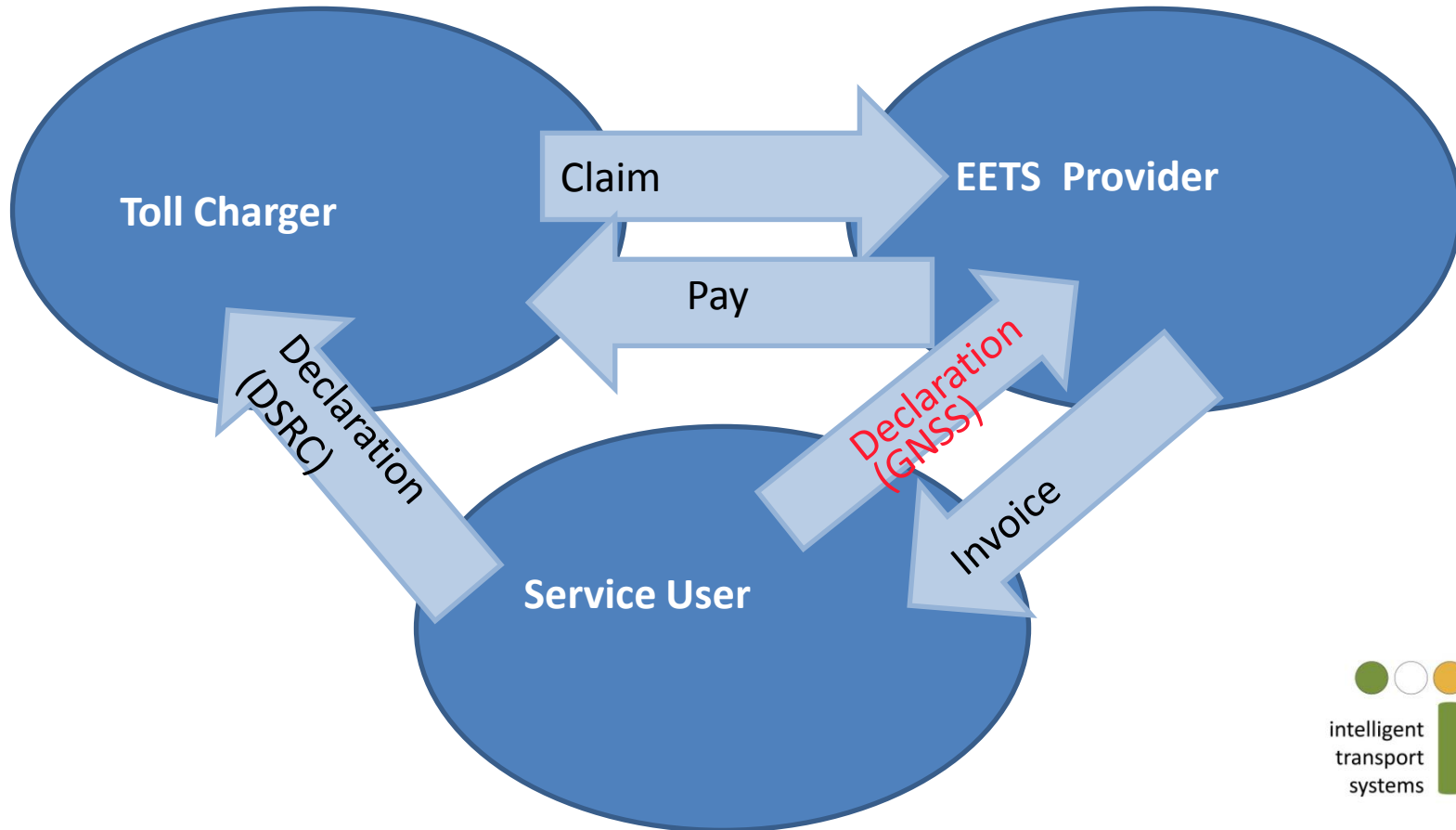
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Next Steps – a lot done, a lot more to do

- **Recent NRA tender for Provision of Toll Consultancy Services**
- **Contract awarded to ARUP and their sub-consultant IBI Group**
- **3 year contract to provide four separate work packages;**
 - **Periodic Auditing of existing tolling systems and operations**
 - **Planning & Contract Management Support Services (system enhancements, IEA, EETS implementation etc)**
 - **Advice on tolling solutions & assistance with any new tolling schemes**
 - **Provision of general strategic tolling advice**

Next Steps – EETS

- European Electronic Toll Services (EETS) Directive



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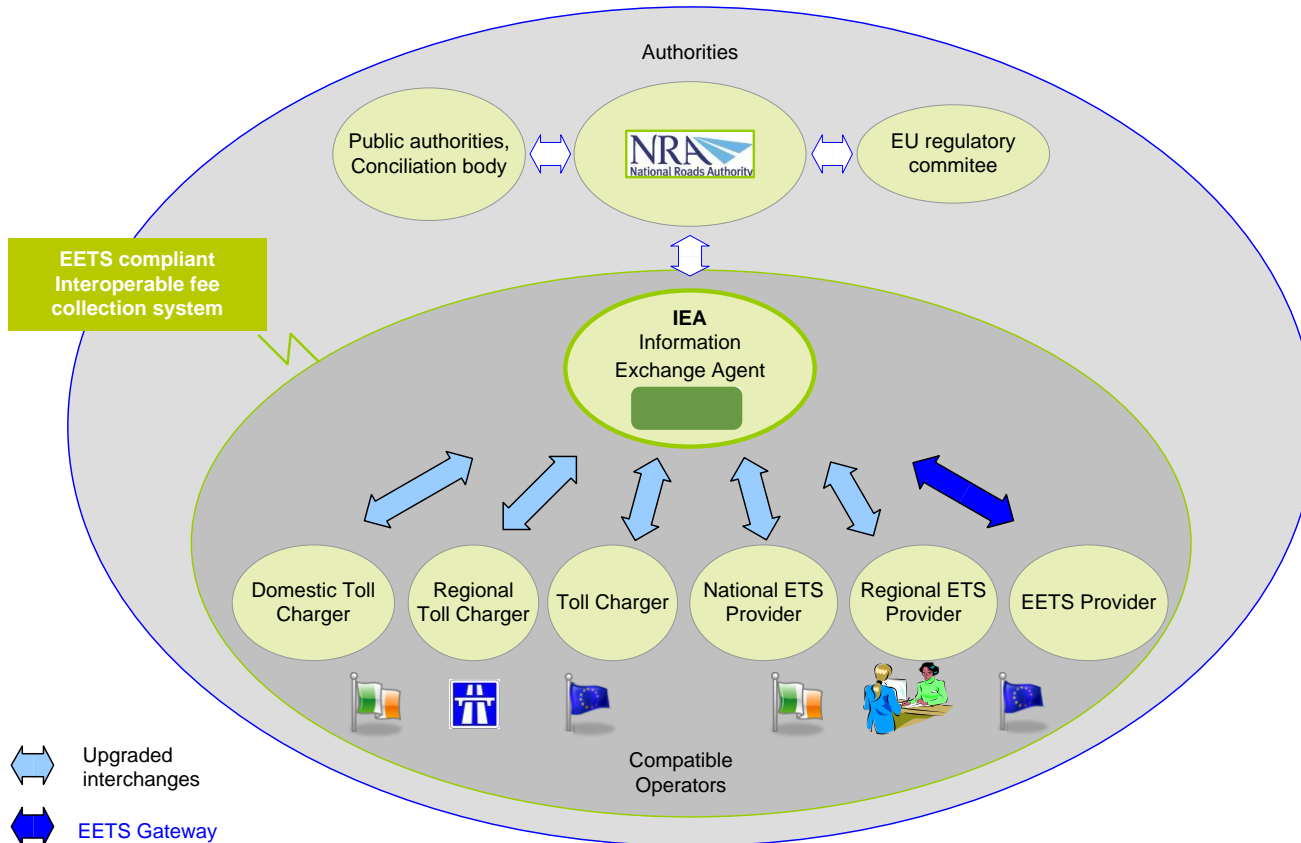
Next Steps – EETS

- **Member States to set up Notified Bodies (Standards, Conciliation)**
- **EETS Providers must:**
 - register as such in a Member State;
 - reach full European coverage within 24 months;
 - guarantee toll payment to Toll Chargers.
- **Toll Chargers must:**
 - publish their Domain Statements & Toll Context Data;
 - support “Suitability for Use” tests with EETS Providers & Certification Organisations (the Notified Bodies).
 - Not charge EETS users tolls higher than the corresponding national/local tolls

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Next Steps – EETS

- **NRA Objective is to leverage (i.e. technically, commercially and contractually) the national interoperability framework**



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Next Steps – EETS

- **Following key aspects to be defined:-**
 - **Commercial terms between NRA, EETS providers and Toll Chargers including costs for “plugging into IEA”, collection costs and security provisions;**
 - **laws and regulations related to data privacy;**
 - **technical interface proposed on IEA for EETS provider;**
 - **test and commissioning processes;**
 - **VAT issue; and**
 - **Service Level Agreements.**
- **Irish administrative framework to be completed**
- **Technology**
 - **Upgrade central IEA platform; and**
 - **Upgrade Toll Chargers systems.**
- **Finalize Business Model**
- **Revise current suite of legal agreements**

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Next Steps – Information Exchange Agency

- **Current IEA Operations Contract expires end of 2012**
- **NRA initiated a competitive tender process for new IEA**
- **Contract to include:**
 - **IEA System upgrade and**
 - **IEA Operations for next 7 years**
- **Core Activity in EETS Implementation**

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Next Steps – Future Tolling Plans

- **M50 Multi-Point Tolling?**
- **Tolling existing Infrastructure?**
- **Logical Socio-Economic Business Cases**
- **But Government has parked these plans**
- **For now???**



Next Steps – Future Tolling Plans

- **The Reason why plans are parked:**
 - **‘Fuel Tax is More Efficient’ Argument**
 - **Media prefer Tabloid Headlines to Fact**
- **Counter Arguments Need to be Publicized;**
 - **Fuel Tax is Regressive**
 - **Fuel Tax is Unfair (compared to ‘User Pays’)**
 - **Fuel Tax prevents ‘Polluter Pays’ approach**
 - **Fuel Tax does not facilitate Demand Management**



Selling Road User Charging to Decision Makers

- London Congestion Scheme (and others) successfully prove RUC as an effective Demand Management Tool
- DPT and M50, combined with Dublin HGV management Strategies, prove that RUC contributes to improved Road Safety
- Demand Management and Road Safety should therefore be highlighted as principle benefits of Road User Charging
- Road Users are asked to pay for a Service that brings tangible benefits to their day to day lives
- Maybe Decision Makers will then start to Listen?



Overview of Irish Tolling Scheme

Summary

- **We've Come a Long Way**
- **Tangible Benefits have led to Increased Public Acceptance**
- **Still Need a Final Push to get over the Try Line**





Dates for your Diaries



9th ITS European Congress

Dublin

4th June to 7th June

2013



➤ **Further Questions**
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