



The European path to IOP

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EU interoperability – where are we so far ?

- IOP already exists at National level

ITALY

- 5.690 km
- 4 private companies,
- 21 mixed capital companies
- 2 public companies

FRANCE

- 9.000 km
- 21 private companies
- 2 public companies

SPAIN

- 3.404 km (23%)
- 29 private companies
- 3 public companies

PORTUGAL

- 1.762 km
- 7 private companies

IRELAND

- 337 km
- 9 private companies



Cross-border IOP projects

- Market's needs and requirements in the last years led to the development of cross-border IOP projects :
- France and Spain
- Spain / Portugal
- Nordic Countries (Denmark- Norway – Sweeden)
- Nordic Countries and Austria
- Germany / Austria (one way)



CHALLENGE : IOP AMONGST ASECAP MEMBERS

In brackets, percentage on the total motorway network
2012 figures

THE NETHERLANDS

- 20km (1%)
- 1 public company

DENMARK

- 34 km (3%)
- 2 public companies

NORWAY

- 935 km (NA)
- 38 private companies

POLAND

- 468 km (34%)
- 4 private companies

IRELAND

- 337 km (37%)
- 9 private companies

UNITED KINGDOM

- 42 km (1%)
- 1 private company

FRANCE

- 9,000 km (78%)
- 21 private companies and 2 public companies

SPAIN

- 3.404 km (23%)
- 29 private companies and 3 public companies

PORTUGAL

- 1.533 km (51%)
- 7 private companies

ITALY

- 5.690km (85%)
- 4 private companies, 21 mixed capital companies and 2 public companies

AUSTRIA

- 2.177 km (100%)
- 3 public companies

SLOVENIA

- 607 km (79%)
- 1 public company

CZECH REPUBLIC

- 1 public company

HUNGARY

- 603 km (75%)
- 5 private companies

SERBIA

- 603 km (100%)
- 1 public company

CROATIA

- 1.251 km (100%)
- 2 public companies and 2 mixed capital companies

GREECE

- 1.659 km (85%)
- 8 private companies

Sources : ASECAP Study Evaluation and future of road toll concessions

PwC

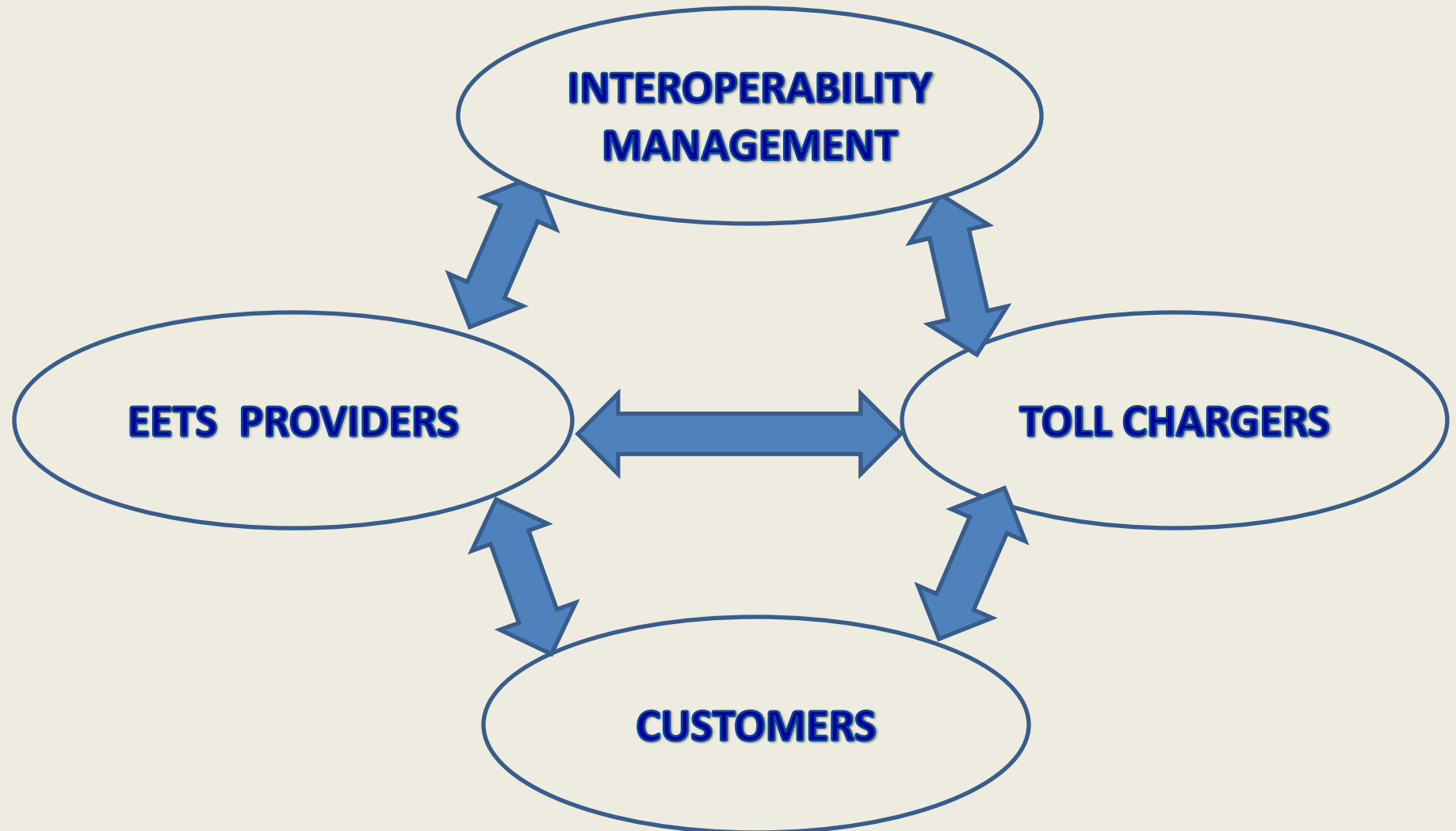
ASECAP Member

Associate Member

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EU IOP MODEL WITHIN ASECAP PROJECTS





An *ad hoc* EU political - legislative framework for IOP

- A specific EU legal and political framework for a wide, harmonized ETC system applicable to the whole EU territory: the **EETS (European Electronic Toll Service)**
- Member States, road operators and EETS providers are to set-up a pan-European and fully interoperable ETC system: a very ambitious goal, difficult to realize
- EU legislation is compulsory for each Member State: EU laws have indeed the same power of Constitutional laws at National level



as a first step towards EETS

- One OBU, one contract
- Three actors: Toll Chargers, EETS providers, Road Users
- EETS system was to be launched in October 2012: deadline missed
- The European Commission then suggested to start deploying IOP at Regional level with 7 Member States (plus Switzerland):



- REETS project is



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

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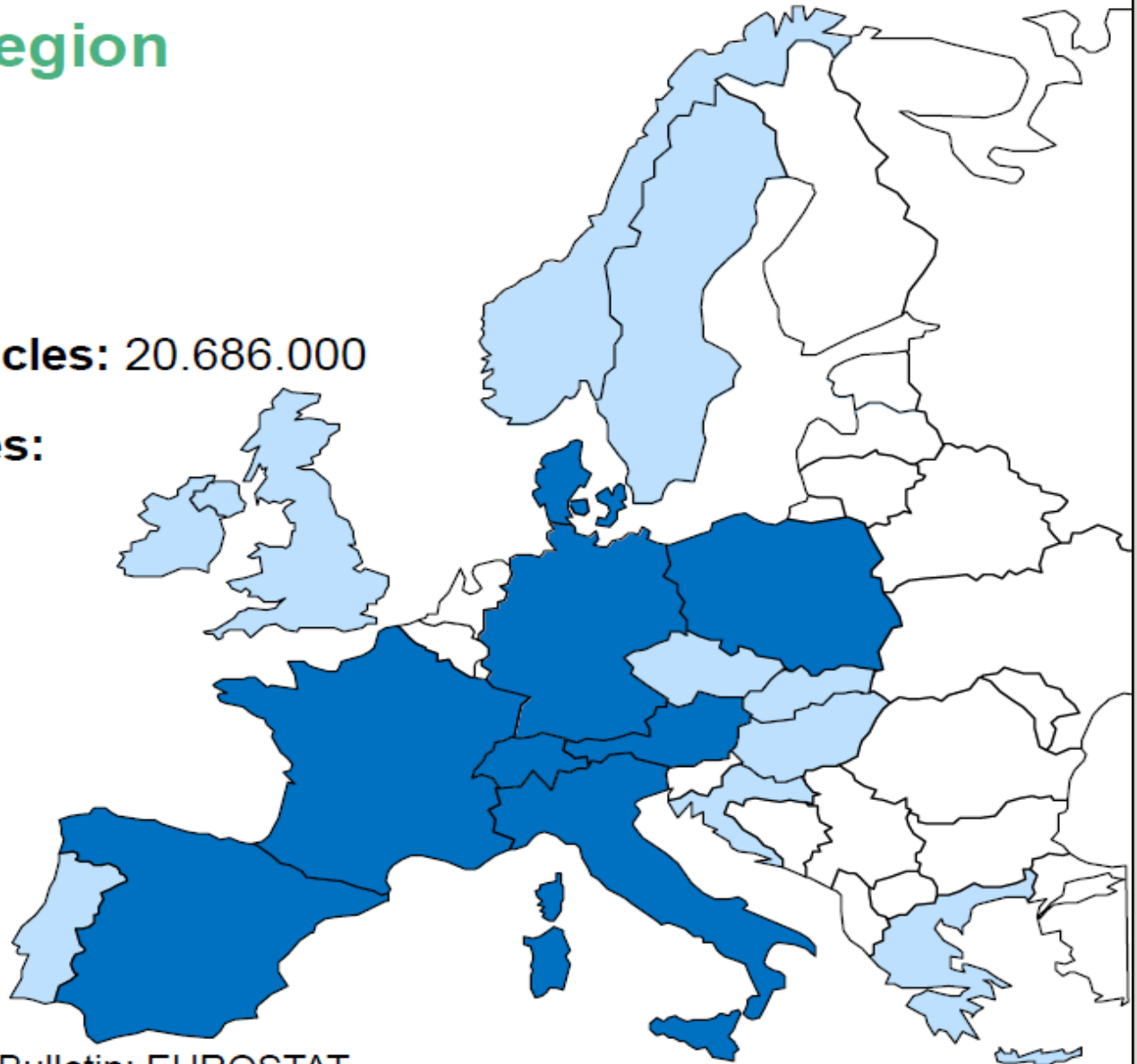
“a stepwise regional approach to EETS deployment” while taking into account the future need for full European coverage



The REETS Region

REETS Key Factors:

- **Tolled km:** 38.100
- **Total (heavy) vehicles:** 20.686.000
- **Total Toll revenues:**
EUR 22,7 bn





REETS achievements and further steps

Achievements:

Work packages 1 to 4 activities nearly completed

- *contractual framework and risk management*
- *certification*
- *KPIs*
- *back office interfaces*

On going activities:

- interim evaluation from the European Commission (if continuing REETS project in 2015 for testing implementation phase)

Future activities:

- setting-up REETS IOP Management, including an information platform
- continuing dialogue with stakeholders and dissemination
- facilitating implementation tests in the REETS Toll Domains



Thanks a lot for your attention

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