

IBTTA
TOLLING. MOVING SMARTER.



Interoperability Progress across the Globe

***The Good, the Bad and the Ugly
Irish Interoperability***

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IBTTA Denver 2016

Agenda

1. Introduction
2. **The Good** – Status & Progress
3. **The Bad** – Stress Points & Challenges
4. **The Ugly** – Threats & Disputes
5. Future Outlook

THE
GOOD THE BAD AND THE UGLY



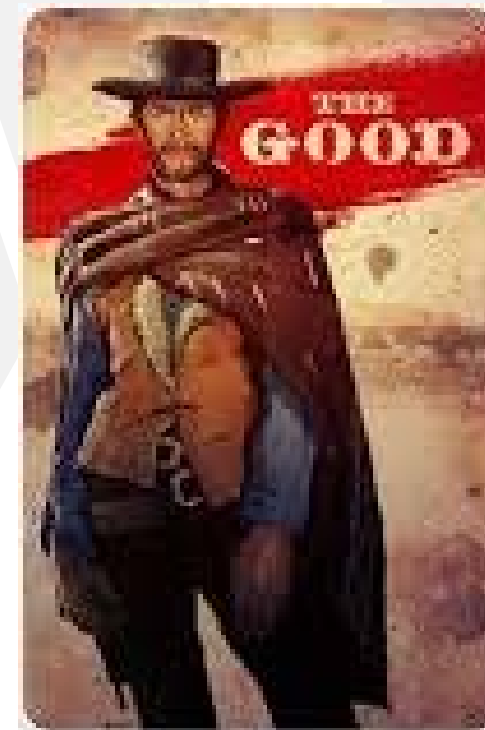
We have been managing national ETC interoperability for a decade in Ireland

- The Irish tolling sector has been **fully interoperable** since 2007;
- ETC and interoperability were **introduced in parallel** with the motorway network;
- Interoperability was established by:
 - a) **'Baking-in' requirements** into PPP Contracts;
 - b) Procuring a **central 'clearing-house'** hub; and
 - c) Establishing **multi-party legal framework**;
- Currently 14 contracting parties involved (incl. 11 toll roads and 2 service providers);

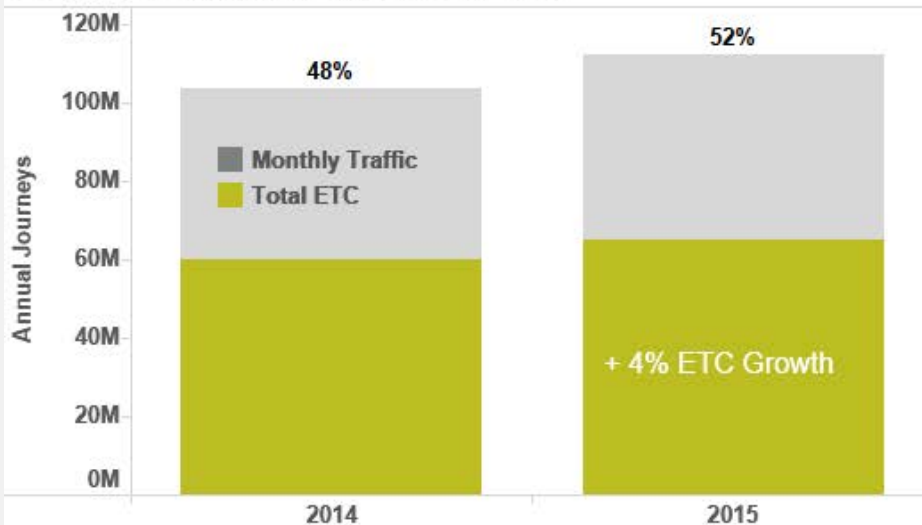


The Good - national interoperability has been very positive for the Irish tolling sector

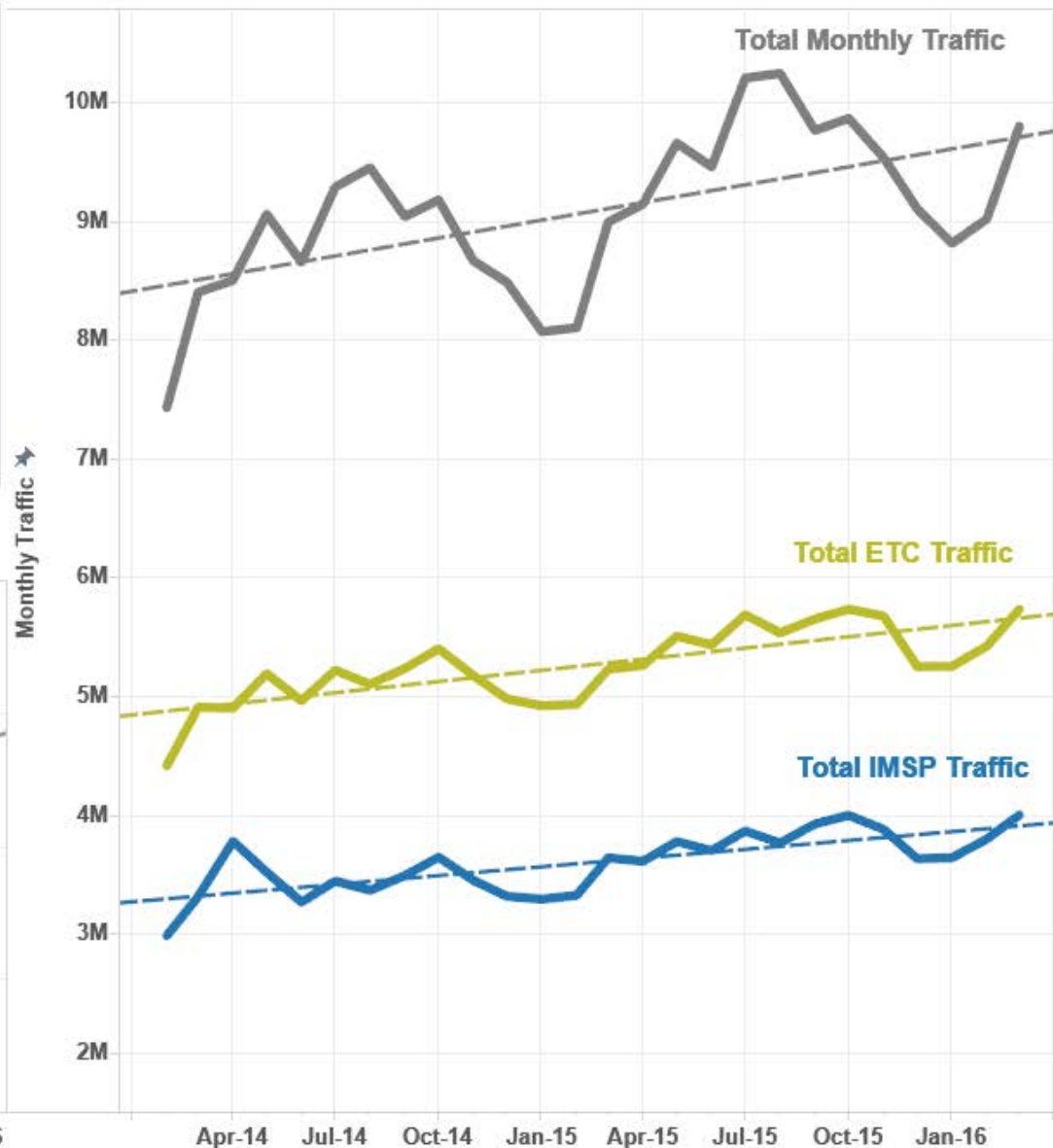
- promoting **significant growth in ETC levels** across the sector over the last decade;
- **reducing operational costs** and **increasing capacity** at toll plazas;
- **improving compliance levels** on free-flow / ORT scheme; and
- enabling the tolling sector to **'sell' toll tags to foreign customers.**



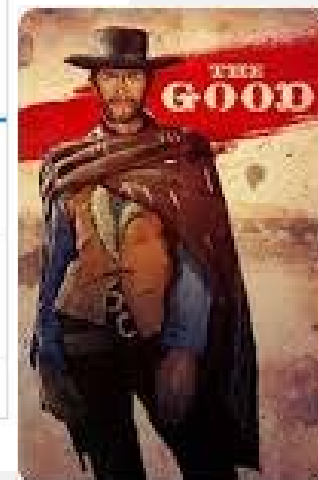
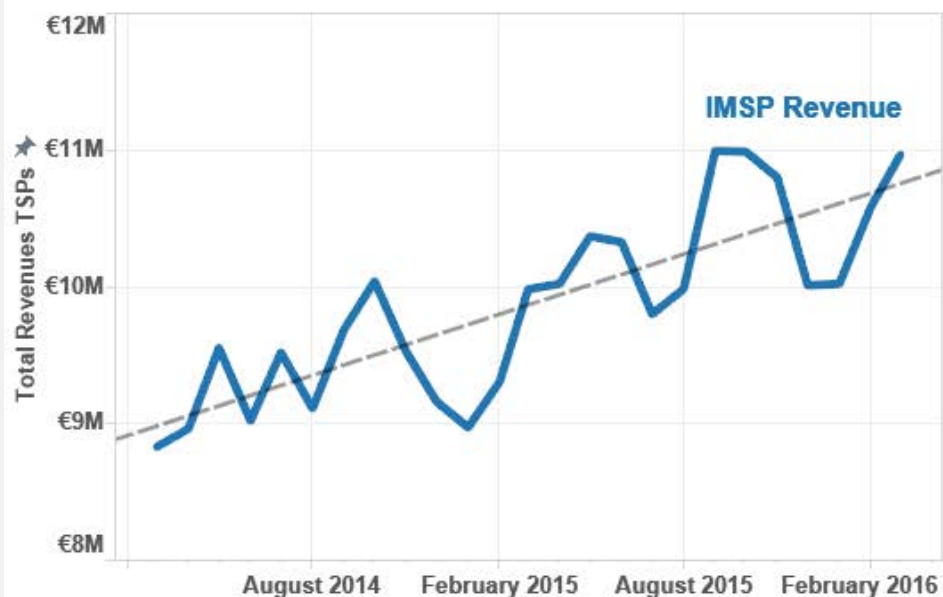
% of Yearly ETC Traffic vs Total Traffic 2014 - 2015



Total_vs_ETC_vs_IMSP



IMSP Revenue



The Bad – evolving from a ‘closed contractual technical’ model to an ‘open service collection’ model was challenging ...

- Reform of interoperability arrangements started in 2012/2013:
 - previous arrangements expired and were **inwardly focussed and asymmetrical**;
 - previous arrangements were **not future focussed** - did not facilitate 3rd party service providers;
- Arrangements were **restructured and clarified** by more clearly establishing the roles and respective obligations of the key actors:
 - i) toll road;
 - ii) service provider; and
 - iii) interoperability management service provider.

.... and extremely time consuming.



The Bad – many of the stress points were commercial and contractual rather than technical and operational

Stress Points & Challenges

- *'Change is bad' - changing from previous arrangements was problematic even where parties understood the rationale;*
- *Genuine lack of understanding of the role of ISPs;*
- *Risk allocation – e.g. so called late transactions;*
- *Collection fees – not realistic;*
- *Security / credit risk – solutions available;*
- *Exit Management / switch-off – how does this work?*



...and some things turned 'real ugly'

THE IRISH TIMES

Internet of Things

Jim O'Rourke

Derek Troy @derekstroy · Jul 19

So @eflow_freeflow tags no longer work from end of August on all CRG roads, well that's some ballache. Thats my account cancelled anyways.

2 · 31

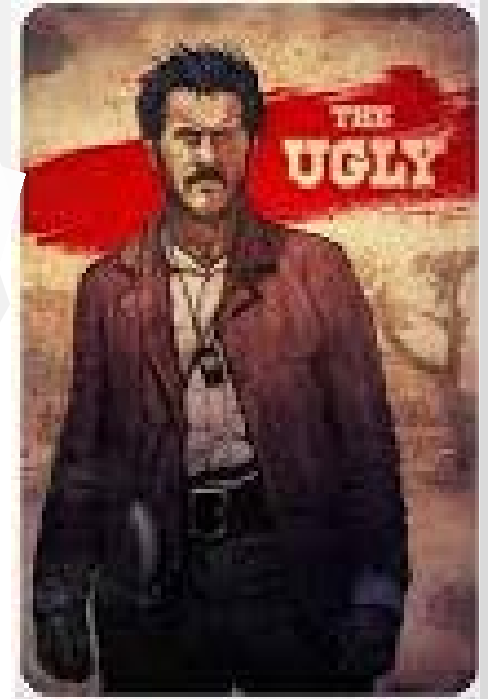
CRG eflow.ie/community/spon...

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Up to 80,000 motorists to be hit by eFlow contracts dispute



The next generation of interoperability initiatives will be driven by outside influences *(rather than internal influences)*

- The future of interoperability will be driven by the emergence of mobility service providers and the evolution in road user charging;
- The new collection models and arrangements will probably be driven by mobility service providers ...
 - the mobility / transport market is > 10 greater than the mobile phone market!
- Tolling and Mobility agencies need to be agile, open and prepared to embrace the opportunities;





THE END