

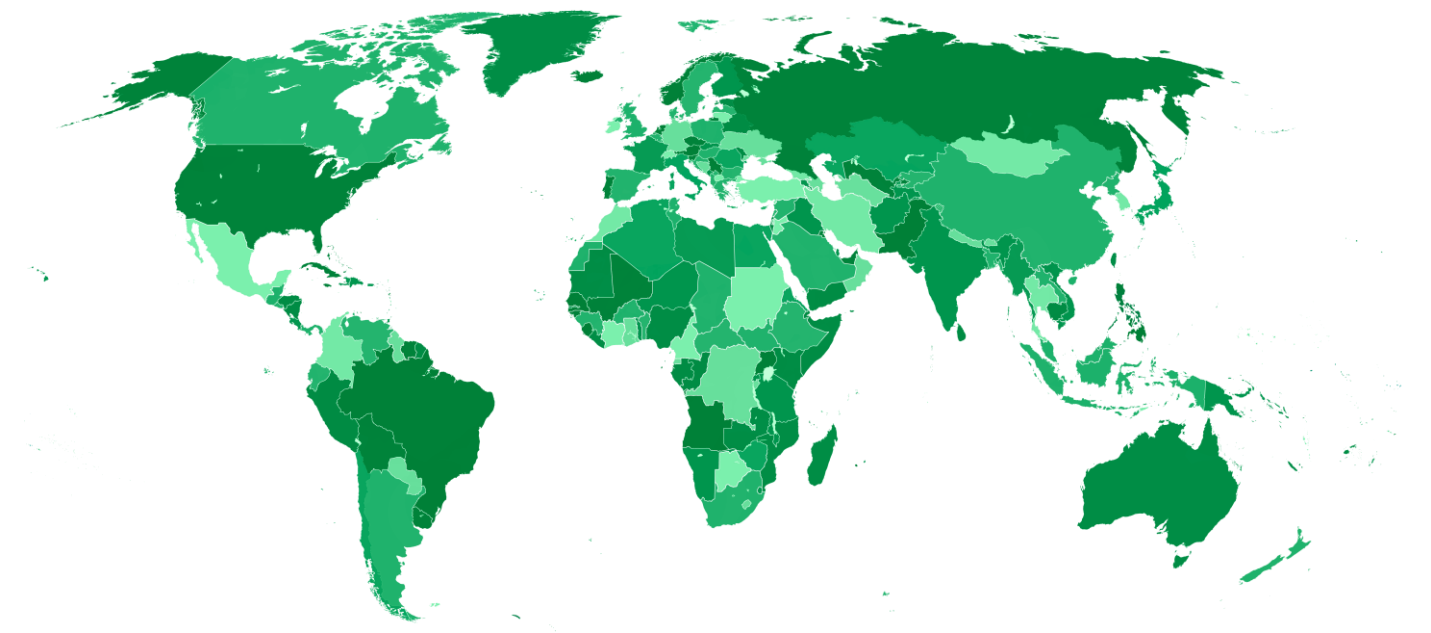


TOLLING. MOVING SMARTER.

TOLLING NEWSLETTER

A SCAN OF TOLL ROAD
DEVELOPMENT AROUND THE GLOBE

~ SPRING 2015 ~



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Non-exhaustive list of projects.

INTRODUCTION

Looking at the latest development, it appears clearly that challenges, goals and objectives remain very similar worldwide in particular with the economic crisis we are going through. Strong communication links are the backbone of the economy. Most policy makers are well aware that road transport is a tool for reviving growth through the enhancement of competitiveness and the creation of jobs. Transport policy priorities in the next decade are focusing on improving the efficiency and optimizing of road, developing of multimodal transportation and infrastructure to guarantee the mobility of person and goods by promoting innovative financing, transport services and deploying intelligent transport systems.

In Europe, Violeta Bulc, EU Commissioner, has stressed the need to invest in TEN-T projects and to maximize the benefits of the Connecting Europe facility and the Commission's EUR315 billion (U.S. \$366bn) Investment Plan.

In the U.S., the GROW AMERICA Act 2.0 was recently released by the Obama Administration. The proposed legislation calls for lifting the ban on interstate tolling for the purpose of reconstruction, providing states with greater flexibility to meet their challenging infrastructure and surface transportation needs. Also, the U.S. Congress may yet again delay voting on a long-term Surface Transportation bill.

In Asia and Africa, the development of road infrastructure remains the critical point. Morocco has an important construction motorway program. The Mozambique government has proposed an ambitious road improvement program. Kenya plans to privatize road repairs and maintenance.

In South America, there are also road investment plans. Important infrastructure programs have been announced in Chile and Nicaragua.

ABOUT IBTTA

The International Bridge, Tunnel and Turnpike Association (IBTTA) is the worldwide association for the owners and operators of toll facilities and the businesses that serve them. Our mission is to advance toll financed transportation. Each year the association engages thousands of transportation professionals from toll agencies, concessionaires and allied businesses through educational meetings, knowledge sharing and advocacy. Founded in 1932, IBTTA has members in 20 countries on six continents.

AFRICA



Africa is the second-largest continent in the world in both area and population. Priority remains the development of infrastructures. The development of road infrastructure remains the critical point. Morocco has an important construction motorway program. The Mozambique government has proposed an ambitious road improvement program. Kenya plans to privatize road repairs and maintenance.

MOROCCO'S MASSIVE MOTORWAY CONSTRUCTION PROGRAM

A massive road building program has been set up with new motorways connecting cities and major towns. The Program National de Route (PNR) plan includes building highways and connecting rural roads, with the government setting a target of constructing some 50km of motorways/year. The new tolled motorways are already helping with the transportation of heavy goods between cities and also with the country's immediate neighbors and through its ports, boosting trade overall. Morocco's proximity to Europe has made it a prime location for western companies to set up operations focusing on developing the North African market, further boosting its need for an effective transport network. The new A1 and A7 highways connect Tangiers in the north of the country with Agadir in the south, a distance of some 800km. These highways also link with Casablanca, as well as Morocco's major tourist destination, Marrakesh. The country's motorway operator Autoroutes du Maroc (ADM) has a network of 1,511km which has cost U.S. \$5.2 billion to construct and the motorways now represent 3% of Moroccan roads, while carrying 20% of total traffic volumes. ADM's total investments should reach U.S. \$6.6 billion once it completes the 1,800km set out in its contract with the Moroccan Government.

AN AMBITIOUS ROAD IMPROVEMENT SCHEME PROPOSED BY THE MOZAMBIQUE GOVERNMENT

The program of works calls for the paving of 2,100km of roads by 2019. The scheme will address both national and regional roads across the country between 2015 and 2019, covering around 420km/year of roads on average. Also included within the program will be repairs to 57 bridges. Meanwhile a further 2,800km of roads will be repaired, an average on 560km/year, by 2019. The Japan International Cooperation Agency (JICA) and African Development Bank (AfDB) will fund work on the N13 road project in Niassa Province, which is expected to cost U.S. \$261.25 million. India is funding a project costing U.S. \$149.72 million to build a road that will connect the towns of Nova, Buzi and Tica. Meanwhile South Korea will provide U.S. \$75.4 million for building the N104 road linking Nampula and Nametil. Mozambique has around 30,000km of roads, including its primary, secondary and tertiary networks. The country has 1,243km of paved and 4,728km of unpaved roads on the primary network as well as 4,078km of unpaved and 838km of paved roads on its secondary network. Meanwhile, 11,936km of the country's 12,603km tertiary road network is unpaved.

KENYA PLANS TO PRIVATIZE ROAD REPAIRS AND MAINTENANCE

The Kenyan Government is opting to privatize the construction and maintenance of several of its major highways. This change in policy will be introduced over the next two years. The main reason for the switch is that the country has an annual infrastructure financing gap of some U.S. \$22 billion. The lack of funds available has meant that the Kenyan Government has only been able to allocate a mere U.S. \$22 million/year for road maintenance. In addition to that, the government will pave at least 10,000km of roads over next five years. The government has appointed transaction advisers for three major road projects and one of these key links is the 485km Mombasa-Nairobi highway. It will also look to appoint a company to charge tolls and maintain the 176-m road connecting Nairobi with Nakuru.

EUROPE



Violeta Bulc, EU Commissioner, for Transport, has reaffirmed the need to boost the efforts to make sure the core network will be fully operational by 2030. She has stressed the need to invest in TEN-T projects and to maximize the benefits of the Connecting Europe facility and the Commission’s EUR315 billion (U.S. \$366bn) Investment Plan.

EUROPEAN COMMISSION IS IDENTIFYING INFRASTRUCTURE DEVELOPMENT NEEDS

The European Commission (EC) has published nine studies on the current state of play and the development needs of the Trans-European Transport Network (TEN-T) core network corridors. The studies have identified infrastructure development needs that represent approximately EUR700bn (U.S. \$813bn) of financial investment until 2030. The studies highlight the importance of optimizing the use of infrastructure along the corridors, notably through intelligent transport systems (ITS), efficient management and the promotion of future-oriented clean transport systems. This is the first time that tens of thousands of miles of rail, road, inland waterway connections, ports, airports and other transport terminals have been studied in such a comprehensive way and with a common methodology.

For each TEN-T corridor, which is led by a European coordinator, a team of external experts has undertaken a comprehensive study that has analyzed the current infrastructure status, located problems hampering traffic flows for passengers and freight, and identified action to be undertaken from now to 2030. The results of the studies include preliminary lists of projects that aim at completing cross-border and other missing links, removing bottlenecks, inter-connecting transport modes and enhancing interoperability.

FRENCH GOVERNMENT AND TOLL ROAD OPERATORS HAVE SEALED A DEAL

The French government and toll-road operators have sealed a deal ending their long-running dispute over motorway concession contracts.

The pact would see a toll freeze this year and concession contracts extended for two years on average as operators push ahead with a long-delayed plan to invest 3.2 billion euros (\$3.5 billion) in upgrading the motorway network. In addition to the core 3.2 billion euro project, the deal includes plans for an extra investment of about 1 billion euros by the motorway operators in infrastructure projects over the length of the concessions

EC APPROVES SLOVAKIAN HIGHWAY PROJECT

The EC has given its approval for funding to construct the section of the D1 highway that will connect Hubova with Ivachnova. The EC will provide €169.2 million for the project. In all the 15.3km section of the highway will cost €227.26 million to construct, with the remainder being provided by the state budget. The construction is being carried out by a consortium combining Czech company OHL ZS and Slovak firm Vahostav SK. The work is now underway and the highway is expected to be open to traffic by June 2017.

ASECAP

On March 30, ASECAP organized a High Level Conference on the “Concession contract” that analyzed the impact of the new European Directive on the award of concession contracts across Europe focusing specifically on the transport sector. ASECAP has commissioned a study on the Concession Model to PWC. The main findings of the study were presented on the occasion of this conference. The study contains the perspective of Toll Road Operators on the importance of this key tool to ensure consistent and long-term investments in the European transport network.

UK – AN AMBITIOUS £15 BILLION PLAN TO INCREASE THE CAPACITY OF ROAD

£15 billion ‘Road investment strategy’ will increase the capacity and improve the condition of England’s roads. An ambitious £15 billion plan to increase the capacity and condition of roads for motorists across England.

The government is investing in over 100 new road schemes over this parliament and next, 84 of which are brand new today.

This major reform will add over 1,300 extra lane miles on motorways and trunk roads and fix some of the most notorious and longstanding problem areas on the strategic road network. These plans are published today in the first ever ‘Road investment strategy’, which has been developed to keep the population connected and the economy growing

CREATING STANDARDS FOR C-ITS DEPLOYMENT

Efficient mobility is also a corner stone of EU transport policy. The European Commission has issued a Mandate (M453) to European industry and governments to develop a minimum set of standards needed to ensure the functionality and interoperability of these new communication technologies, and enable connected vehicles to communicate intelligently with traffic management and control infrastructure.¹ The completion of these standards will open the way for a harmonized pan-European deployment of C-ITS in cities and on the highway network, enabling cooperative intelligent roadside systems to communicate with equipped cars, trucks, emergency services and public transport vehicles. Companies and ITS industry representatives confirmed their willingness to work towards and implement European standards in their C-ITS product and service developments.

¹ This Mandate is directed to ETSI (the European Telecommunication Standards Institute) and CEN (the European Standards Committee) that between them have already published many of the required standards.

ASIA



TURKEY'S 421KM GEBZE-IZMIR MOTORWAY PROJECT

A final financing agreement for Turkey's 421km Gebze-Izmir motorway project will be signed by nine banks, eight of which will be Turkish, in April. The agreement will be for around U.S. \$4.73 billion of the deal likely to cost in total more than U.S. \$6 billion and which is the country's largest public-private partnership project. The banks are Deutsche Bank and Turkish banks; Akbank, Garanti Bankasi, Finansbank, Is Bankasi, Halkbank, Ziraat Bankasi, Yapi Kredi and Vakfbank. The build-operate-transfer contract is for 22 years and four months, including seven years of construction time and will cost an estimated U.S. \$6 billion. Turkey's General Directorate of Highways (JGM), a government-owned company, is the project owner and will guarantee an annual income for the operator of around \$700 million. At the end of the contract, the asset will be turned over to the JGM. Project implementation contractor Otoyol was selected in 2009 and work has been underway since 2010. Otoyol is a consortium of five Turkish companies; Nurol (18.50%), Özaltin (15.75%), Makyol (18.50%), Yüksel (15.75%) and Gocay (15.75%) and Italian construction company Astaldi (15.75%). The first phase of the multi-phase highway project is the U.S. \$2.3 billion 53km Gebze-Orhangazi motorway section, an engineering-procurement-construction contract. It includes the U.S. \$1.1 billion suspension bridge subcontracted to the consortium IIS-ITOCHU.

AGREEMENT ON PAKISTAN-CHINA ROUTE

A key agreement has been reached between the Pakistan Government and the Chinese Government with regard to the new route linking the two countries. The two governments have agreed on the need to speed up work to construct the Pak-China Economic Corridor (PCEC). This major road project looks likely to cost as much as U.S. \$45.6 billion. Both countries intend to complete the majority of the work needed within five years. The joint cooperation committee for PCEC will run more meetings to discuss the project and the surrounding work required. Once the PCEC is complete, it will be of enormous economic benefit to the region as a whole and will kick-start the development of new industrial estates and business hubs across Pakistan.

INDONESIAN ROAD COMPANY SEEKS ROAD FINANCING

Indonesian toll road operator Jasa Marga is keen to source funding to finance 10 new highway projects. The company is looking for loans in the form of bond issuances as well as from banking firms. The 10 highway projects will extend for a total distance of 272.45km in all. Jasa Marga hopes to source loans worth a total of U.S. \$215.46 million for the work. However in all the projects are expected to cost some U.S. \$306.37 million to construct.

INDIA – THE TOLL ROAD STRETCHING FOR 109 KMS BETWEEN JAIPUR AND MAHUA

The toll road stretching for 109 kms between Jaipur and Mahua is strategically located on the NH11. The project has a 25-year concession from the government to toll, operate and maintain it since 2009 when it was operational.

The toll road that connects India's two biggest tourist destinations, Agar and Jaipur, has a steady flow of income. "The toll road has seen a revenue growth of over 15% on an annualized basis for the past five years...Over 15 million passenger car units use the two toll plazas of this road on a combined basis annually."

TWO NEW HIGHWAY CONNECTIONS IN CHINA

Two major highway projects are now moving forward in China, with one connecting Guangdong Province with Guangzhou Province and the other located in Yunnan Province. The second stage of Guangzhou-Foshan-Zhaoqing highway project will provide an improved link between Guangdong Province and Guangzhou Province and work will commence at the end of 2015. The new highway will connect Zhaoqing in Guangdong Province with Shijing in Guangzhou Province. The project is worth U.S. \$2 billion and the work is expected to be complete at the end of 2018. The 47km highway will feature six to eight lanes and with attention paid to noise control. Meanwhile in Yunnan Province, work is underway on the Yuxi-Lincang highway project. This work is expected to cost U.S. \$4.7 billion and should be complete during 2018. Work is starting on the 79.4km Pu'er (Zhentai)-Lincang stretch in October 2015.

NORTH AMERICA



A recent blog post by the Brookings Institution’s Metropolitan Policy Program highlights the pressing transportation and infrastructure challenges facing cities and suburbs, in the United States and around the world. The study shows that across the U.S.:

- (1) Tolling mileage is up, and is growing faster than total system mileage;
- (2) Toll roads “are rising in importance on a national scale”;
- (3) A variety of new toll projects “are moving forward with the aim of expanding transportation options and reducing congestion”;
- (4) “Over time, tolls are becoming a fixture across many regions, especially as federal policymakers are reluctant to raise general revenue to pay for transportation projects.”

IBTTA is sharing this post with Brookings’ permission. It reinforces IBTTA’s message that tolled facilities are increasing across the U.S., providing greater mobility to customers and greater flexibility to state and local governments to fund their transportation needs.

IBTTA APPLAUDS GROW AMERICA ACT 2.0

The GROW AMERICA Act 2.0 was recently released by the U.S. Administration and U.S. DOT. It says that once again, the Administration has boldly called for lifting the ban on Interstate tolling for the purpose of reconstruction, giving states greater flexibility to meet their challenging infrastructure and surface transportation needs. The six-year, U.S. \$478 billion is said to be U.S. \$126 billion more than current investment levels and U.S. \$238 billion more than estimated Highway Trust Fund revenues over the period.

GROW AMERICA ACT WILL KEEP TIGER ROARING

The Transportation Investment Generating Economic Recovery (TIGER) grant program, has allowed DOT to support critical road, rail, transit, port, and multimodal projects. Since 2009, the Department has awarded more than \$4.1 billion to help fund projects that address regional or national transportation needs. The **GROW AMERICA Act** will provide \$7.5 billion over six years for TIGER grants. The TIGER program has been successful in leveraging private dollars. The competitive nature of the program encourages collaboration in search of matching funds. Every dollar invested by the TIGER program has been matched by almost two dollars in state, local or private funding. Broad eligibilities allow the program to fund complex multimodal and multijurisdictional projects that are difficult to fund using traditional formula funds. TIGER funding can also be used as the credit subsidy to support a TIFIA loan. Over the past six rounds, \$150 million in TIGER funding has supported seven TIFIA loans totaling over \$2 billion in value, resulting in more than \$7.3 billion in total infrastructure investment.

OREGON

Last January, the Oregon Department of Transportation announced the selection of Verizon, Sanef and telematics company, Azuga, for the Road User Charge (RUC) pilot project. The mileage-based user fees will be in place in April when Oregon begins operational trials of its road user charging pilot project. Operational trials would involve 50 volunteers installing tracking devices in their cars, to test the vendors' ability to report mileage, collect fees, and manage customer accounts. Program participants will pay 1.5 cents per mile driven instead of state gas tax. The program will test three different methods of calculating mileage-based charges. This pilot project is scrutinized by the other states and everybody will be watching them to see how it works," if the pilot project is successful, many other states might like to come into this program, and are already prepared for that."

PILOT PROGRAM IN CONNECTICUT

The Federal Highway Administration has approved Connecticut for installing an electronic toll system. The pilot program for so-called value pricing bypasses a federal ban on federal highway tolls by offering an exemption that allows certain types of electronic tolls. Value pricing, or congestion pricing as it's sometimes called, assigns values for trips at different times and places for different motorists to encourage driving at different times and places to reduce congestion. The tolls can be placed on designated express lanes, along borders and sections of highways, if the revenue generated finances public works improvements.

A NEW VIEW OF TOLL ROADS

On February 25, IBTTA Executive Director and CEO Patrick D. Jones was invited by the Connecticut General Assembly to testify before the House and Senate Transportation Committee. Legislators are considering H.B. 6818, a measure to introduce tolling. Jones in his testimony acknowledged that the history of tolling is changing rapidly. Today's all-electronic tolling systems are nothing like your grandparents' toll roads. "We can very definitely assure you that the practice and technology of toll collection has advanced significantly in the last 30 years and no longer requires physical toll plazas, barriers or toll collectors, eliminating traffic queues and their related safety and delay issues," Jones told the legislators. "New tolling entities have the opportunity to design their systems to incorporate non-stop, all-electronic toll collection from the outset, saving considerably on construction costs and avoiding the need to impede traffic flow," he added. "H.B. No. 6818 recognizes these new practices and opportunities and the issues that need to be resolved to acquire Federal approval for reinstating tolling in Connecticut." Jones didn't favor one tolling scenario over another. He stressed the "great merit in fairly considering *all* transportation funding options when so few exist," pointing to the diversity and versatility of a mechanism that can involve traditional toll projects, concession based projects, priced managed lanes or conversions of HOV lanes to HOT lanes. While road pricing isn't right for every road, he said, tolling "offers an option, subject to local opinions and authority, which doesn't rely on other funding sources to build, operate or maintain vital transportation infrastructure. That's the flexible approach that will gradually deliver a solution to the highway funding crisis, for states like Connecticut and across the country."

THE USDOT'S NEW PLAN FOR ITS

The USDOT has released a new plan for ITS research and priorities for the second half of the decade. The new ITS Strategic Plan 2015-2019 outlines the direction and goals of the Department's ITS Program and provides a framework around which the ITS Joint Program Office and other Department agencies will conduct research, development, and adoption activities to achieve them. The ITS Strategic Plan's framework is built around two key ITS Program priorities—realizing connected vehicle implementation and advancing automation.

BRITISH COLOMBIA IN CANADA PLANS MAJOR ROAD INVESTMENT

In Canada, the British Columbia Government has announced a program of road and highway upgrades worth a total of U.S. \$1.99 billion (C\$2.5 billion). The investment will be used to rehabilitate side roads, highways and bridges across the province. This plan will include repaving some 1,000km/year of provincial highway, with this plan stretching out over a period of 10 years. A key portion of the work will be to widen Highway 1 section to six lanes between Abbotsford and Langley. The proposed plan has been titled BC On the Move. This comprehensive plan is intended to improve transportation as a whole, including providing better links for heavy vehicles, ferries and airport connections. Projects include upgrading Mount Lehman Road in Abbotsford, constructing highway interchanges, constructing a new George Massey Bridge and replacing half of the BC Transit bus fleet.

Under the plan, U.S. \$796.54 million (C\$1 billion) would be spent on expanding key BC highways and over U.S. \$637 million (C\$800 million) on existing infrastructure in the coming three years. The work is needed as many existing links are no longer suitable for the traffic volumes and the number of heavy vehicles they have to handle. Some road links are also in a poor state of repair and require maintenance and repairs, as well as being improved to boost capacity.

SOUTH AMERICA



BRAZILIAN BRIDGE BEING BUILT

In Brazil, the firm EcoRodovias has won the tender process for the Rio-Niteroi bridge contract. The Brazilian road management firm was awarded the tender for the Rio-Niteroi contract, with its proposed low charge for each user of the bridge. The company will take over management of the route from May 2015, for a period of 30 years. The tariff charged for light vehicles will immediately drop from the current U.S. \$1.61 (BRL 5.20) to \$1.15 (BRL 3.70) when EcoRodovias takes over from CCR, which has the contract for the bridge at present. CCR presented the weakest offer of the six groups participating in the tender. The Nova Guanabara consortium placed second in the tender process. EcoRodovias is expected to invest U.S. \$402.5 million (BRL 1.3 billion) in the road over the course of the contract.

NICARAGUA IS PLANNING MAJOR ROAD INVESTMENTS

The Nicaraguan Government is setting out major plans for road infrastructure development. The country's master plan for road infrastructure envisions work to a total of 4,200km of main roads across the country. This program is expected to cost in the order of U.S. \$5.20 billion, according to pre-feasibility studies carried out by Korea Expressway Corporation (KEC). Funding is being sought at present by the Nicaraguan Government, which is in discussion with a number of bodies.

There are 76 motorway sections that will require 1,100kms of new road or widened roads. Along some other sections improvement works will only be needed. The plan is for 20 years with a first phase due to be finalized in 2023 and a second phase in 2033. It will cover six large sections, including three from north to south. Along this sector is the Penas Blancas-El Guasaule road that needs widening to four lanes along some parts and to six lanes along some others, such as the road between Managua and Granada. Work needs to be done along the motorway between Bluefields and Puerto Cabezas. The IADB and the government are working on financing for the Rosita-Bonanza and Pantasma-Wiwili sections. Around U.S. \$2 billion should be secured by 2023. So far U.S. \$600 million has been secured and the funding for a further U.S. \$400 million is under discussion.

CHILE ANNOUNCES INVESTMENTS IN CONCESSIONS PROGRAM

Chile's President Michelle Bachelet has announced a U.S. \$1.5 billion new infrastructure concessions plan until March 2016 and the development of a new framework to strengthen the concessions process and increase private investment. The plan involves three highway PPP projects: Route 5 highway expansion project; Santiago–Marga/Marga-Quillota highway; Rancagua–Alhué highway. The government has plans to reform concessions rules. The government aims to carry out initiatives to stimulate participation of Chile's small and medium-sized enterprises (SMEs). The government will also create a general concessions department, which will report to Chile's Ministry of Public Works (MOP).

INDUSTRY EVENTS CALENDAR

IBTTA Transportation Finance & Road Usage Charging Conference

April 26-28, 2015 | Portland, Oregon

www.IBTTA.org/portland

ASECAP Study and Information Days

May 27-29, 2015 | Lisbon, Portugal

www.asecap.com

IBTTA Maintenance & Roadway Operations Workshop

May 31-June 2, 2015 | Oklahoma City, Oklahoma

www.IBTTA.org/oklahoma

Intertraffic Istanbul 2015

May 27-29, 2015 | Istanbul, Turkey

www.intertraffic.com

International Transport Forum: 2015 Annual Summit

Transport, Trade and Tourism: Mobility for a Connected World

May 27-29, 2015 | Leipzig, Germany

<http://2015.internationaltransportforum.org>

IBTTA Summit on All-Electronic Tolling, Managed Lanes & Interoperability

July 12-14, 2015 | Miami, Florida

www.IBTTA.org/miami

IBTTA 83rd Annual Meeting & Exhibition

August 30-September 2, 2015 | Dublin, Ireland

www.IBTTA.org/dublin

2015 ITS World Congress

October 5-9, 2015 | Bordeaux, France

www.itsworldcongress.com

IBTTA New Media, Communications & Human Resources Workshop

October 18-20, 2015 | Cleveland, Ohio

www.IBTTA.org/cleveland

PIARC XXVth World Congress

November 2-5, 2015 | Seoul, Korea

www.piarc.org

GLOSSARY

AET:	All-Electronic Toll Collection
PIARC:	Association Mondiale de la Route – World Road Association
ASECAP:	Association euro penne des concessionnaires d’autoroutes et d’ouvrages à péage – European Association of Operators of Toll Road Infrastructures
DOT:	Department of Transportation
C-ITS:	Cooperative Intelligent Transportation Systems
EBRD:	European Bank for Reconstruction and Development
EC:	European Commission
EIB:	European Investment Bank
EGNOS:	European Geostationary Navigation Overlay System
ERF:	European Union Road Federation
EP:	European Parliament
EU:	European Union
GALILEO:	European satellite navigation system
GNSS:	Global Navigation Satellite System
HOV lane:	High Occupancy Vehicle lane
IBTTA:	International Bridge, Tunnel and Turnpike Association
ITF:	International Transport Forum
ITS:	Intelligent Transportation Systems
OBE/OBU:	On Board Equipment/On Board Unit
OECD:	Organization for Economic Cooperation and Development
ORT:	Open Road Tolling
PPP:	Public-Private Partnership
TEN-T:	Trans-European Transport Network
UNECE:	Economic Commission of the United Nations for Europe