

46<sup>TH</sup> ASECAP STUDY & INFORMATION DAYS

*The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

Grand Hotel Union, Ljubljana, Slovenia  
6-8 June 2018

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# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

## Index

### 01/ Overview

**02/ Recast of the EETS Directive 2004/52 and Revision of the 2009/750/EC Decision on the Interoperability of Electronic Road Toll Systems**

**03/ Revision of Eurovignette Directive (1999/62)**

**04/ Conclusions/main worries**

# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

## Overview



# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

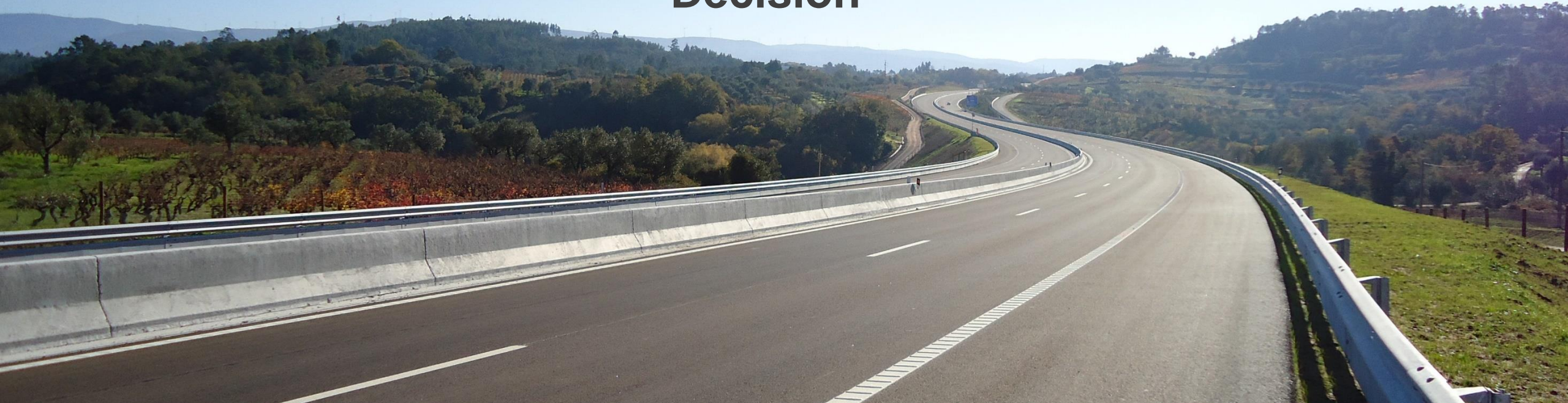
## 01/ Overview

- / Mobility stands as a key vector for economic and social growth.
- / Toll Collection Systems and distance-based charging ("pay-per-use" principle) are a valid alternative to fund the growing infrastructures financial needs instead of fuel taxes or tax-payer money.
- / Road Transportation technologies also challenge the current infrastructure funding models (electric vehicles, MaaS, congestion management, pollution, etc.) pushing new solutions to the "main stage".
- / Speeding up the implementation of interoperability models in the EU is essential to benefit all stakeholders and to improve road usage.



*The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

**Recast of the  
EETS Directive 2004/52  
&  
Revision of 2009/750/EC  
Decision**



# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

## **02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision**

Proposal for a recast of the DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the European Union.

- / eTolling technologies;**
- / Cross-Border enforcement;**
- / Removal of barriers to entry for EETS providers;**
- / Interoperability of EETS system across the EU;**
- / Market regulation for the provision of EETS (Decision).**



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## 02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision

### / eTolling technologies

- Implementation as an accepted collection technology by the legislation of the Video Tolling Systems.
- One Service Provider (EETS) that supports any electronic toll or accepted technology (VTC, ETC or autonomous system).



- The list of acceptable technologies was moved to an Annex of the Directive to allow updates by the Commission, making it easier to support technological developments.

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## **02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision**

### **/ Cross-Border enforcement**

- Automatic mechanism to exchange information (of the owners/holders of the vehicles that didn't pay the tolls due) between Member States.
- Member States or its agents will be able to prosecute the enforcement processes to the non-resident drivers.
- This mechanism is already used on road-safety, traffic and security: less costs and administrative surcharges.





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## **02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision**

### **/ Removal of barriers to entry for EETS providers**

- EETS providers are no longer required to provide service to all road users, they can select only specific service vehicle classes.
- Focus on the services with added value to EETS providers.
- More time to implement services and less countries to cover.
- Decrease of the requirements of geographical coverage.

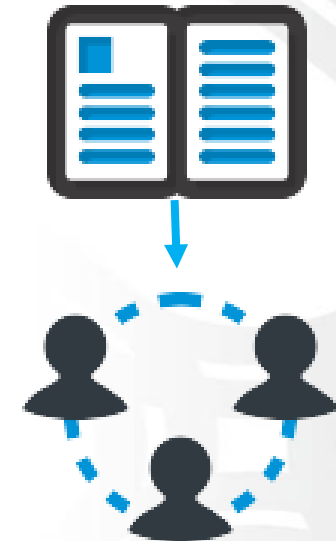


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## **02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision**

### **/ Interoperability of EETS system across the EU**

- Standardization of the procedures for implementation of the EETS provider services in the Member States.
- Technical procedures and standardization for interfacing with Toll Charger Systems.
- Clarification of the obligations / rights of the EETS providers (remuneration, toll domains, non-discrimination) and the Toll Chargers.



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## 02/ Recast of the EETS Directive 2004/52 & Revision of 2009/750/EC Decision

### / Expected Impacts

- Cross-Border enforcement process for the non payed toll from foreign drivers: ↗ tolls revenue;
- Better service for road users (mainly for heavy vehicles): ↘ administrative work;
- Possible optimization of the Toll Chargers: ↗ tolls revenue;
- Investment in upgrading interfaces to new standards: ↗ costs to Toll Chargers.

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## **03/ Revision of Eurovignette Directive (1999/62)**

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures

- / Change from Time-based to Distance-based Charging;**
- / Phase-out of the time-based vignettes;**
- / Scope and possibility to reduce vehicle tax (HGV's);**
- / Extension of the scope of the directive.**



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## **03/ Revision of Eurovignette Directive (1999/62)**

### **/ Change from Time-based to Distance-based Charging**

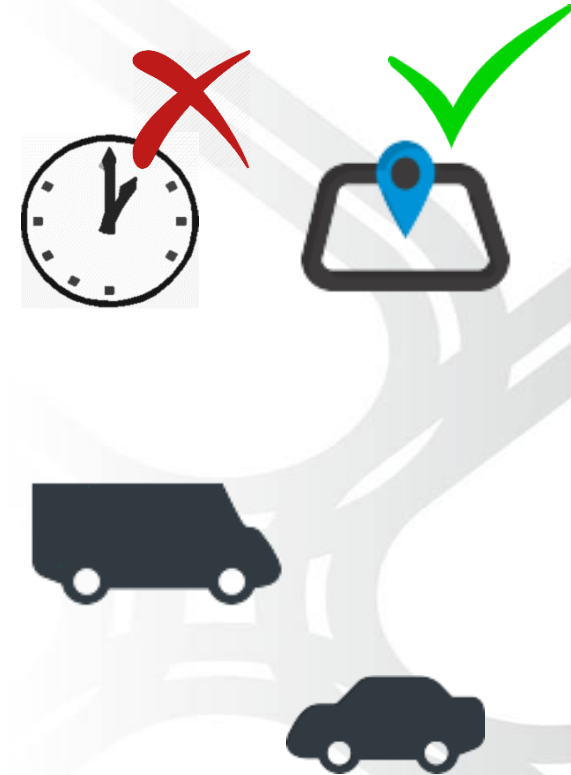
- Gradual shift from the time based charging of the current vignette schemes to distance-based schemes.

### **/ Phase-out of the time-based vignettes**

- Phase-out for HGV's and Bus/Coach by 2023 and by 2027 for passenger and light-duty vehicles.

### **/ Scope and Possibility to reduce vehicle tax (HGV's)**

- EU legislation would cover buses and coaches (similar to HGV's) and light vehicles (proportional). Consider also certain tolling principles (variations based on emissions). Minimum vehicle tax levels gradually removed.



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## **03/ Revision of Eurovignette Directive (1999/62)**

### **/ Extension of the scope of the directive**

- The scope of the Directive will be non-discriminatory: HGV's below 12t are no longer exempt and passenger vehicles, minibuses and vans will be included by 2027.
- Introduction of congestion charges on top of infrastructure charges to be used to address congestion problems.
- Decarbonisation and fleet renewal incentives through lower road charges for alternatively fuelled vehicles (75%) and charging based on CO2 standards.
- The burden of road charges will be shared by all users, but this may not lead to infrastructure improvements, as revenues are not ring-fenced for reinvestment.



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## 03/ Revision of Eurovignette Directive (1999/62)

### / Expected Impacts

- Expected reduction of congestion costs and additional toll revenues;
- Expected increase in road investments;
- Reduction of CO<sub>2</sub> and NO<sub>x</sub> and PM emissions;
- Reduction in diesel consumption;
- Fairer treatment of occasional users by short term vignettes price modulation;
- Increased costs on freight transportation;
- Investment needs in new tolling infrastructure.



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## Conclusions/ Main worries





# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

## 04/ Conclusions/main worries

### Recast on the EETS Directive 2004/52 & Revision of 2009/750/EC Decision

- The **implementation of EETS must not impose additional costs** (to Toll Chargers);
- Non-mandatory compliance to CEN/TS 16986 standard / **enough time for adaptation**;
- Remuneration schemes shall **respect business reality**;
- New definition of **EETS coverage** (only for HGV) =>Regional and no more pan European dimension;
- Need to add a grandfather clause, **excluding local systems from mandatory compliance to EETS**. It shall be on a volunteer basis;
- Principle of **"one vehicle, one EETS OBU"** should prevail;

# *The road to Toll Interoperability – the impact on the road concessionaires of the EU directive changes.*

## 04/ Conclusions/main worries

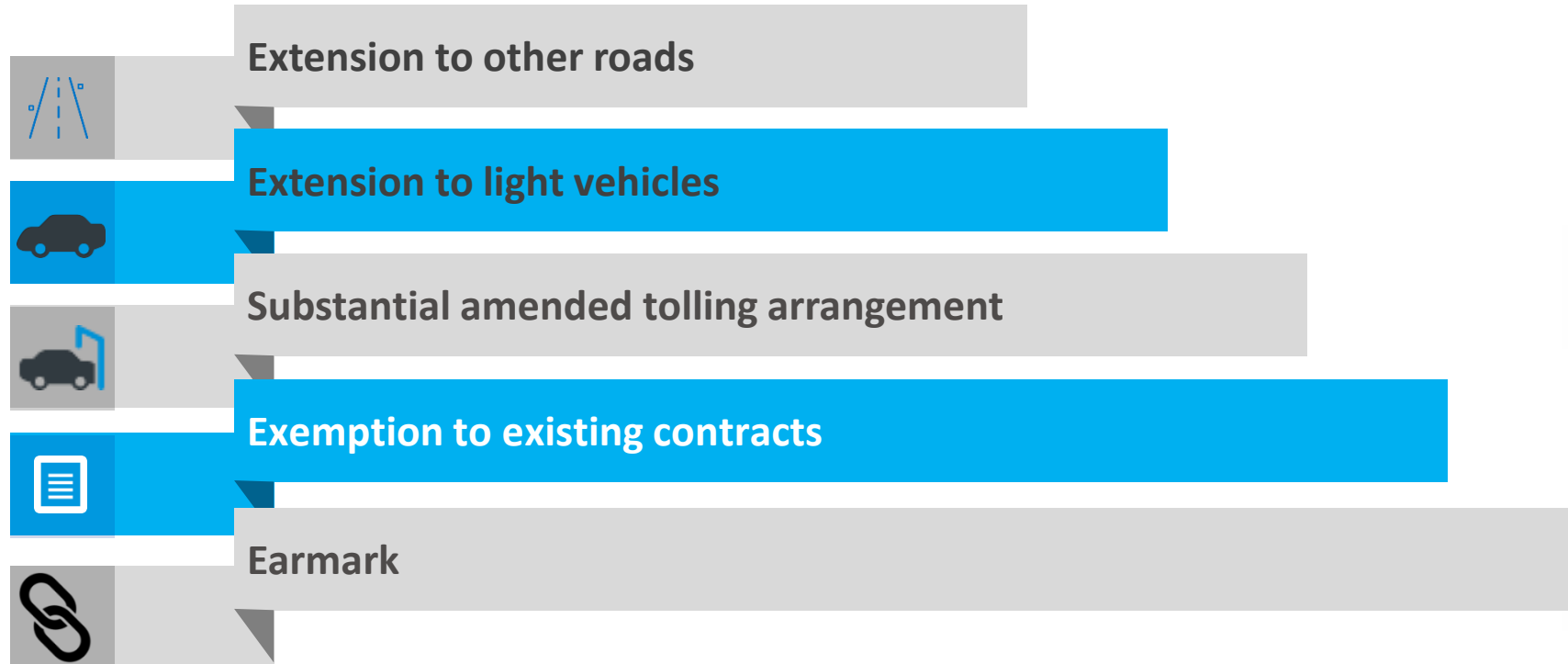
### Recast on the EETS Directive 2004/52 & Revision of 2009/750/EC Decision

- The **Toll Chargers have strict obligations vis-à-vis their grantor**, so the toll payment has to be guaranteed as long as the user is a client of the EETS Provider;
- **There is no “harmonized consistency check” for EETS providers registration**. This creates a risk for the Toll Chargers that have the obligation to accept a Registered EETS Provider for commercial negotiations;
- A **first level of Accreditation** procedures at national levels is important and needed also because the bilateral contracts between EETS Providers and TCs become easier, covering legitimate legal and technical issues;
- Cross border enforcement is an important area to be defined and should be more than “information exchange” among National Contact Points. **An harmonized standardized template in EU should be introduced.**

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## 04/ Conclusions/main worries

### Revision of Eurovignette Directive (1999/62)



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## 04/ Conclusions/main worries

### Revision of Eurovignette Directive (1999/62)



Tariff modulation for commuters/local: impact on discounts and need to differentiate discounts from light and HGV;



Tariff modulation according to EURO class/CO2 emission: only for ETC systems;



Introduction of new vignettes and phasing out of existing vignettes should be on a long term basis;



New systems shall be distance-based.