

## **National Electronic Register for the European Electronic Toll Service**

### **European Electronic Toll Service (EETS)**

The objective of EETS is to aims enable road users to use by means of a single contract and a single on-board unit, to pay in all EETS domains throughout the whole European Union where tolls are levied electronically.

EETS is based on the 'Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community', the 'Commission Decision of 6 October 2009 on the definition of the European Electronic Toll Service and its technical elements' which further elaborates on the Directive, and 'Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union'.

### **EETS National Electronic Register**

In accordance with Article 21 of the Directive (EU) 2019/520, Member States are to keep a national electronic register containing information on the EETS domains within their territories as well as EETS providers to whom they have granted registry.

This register was put in place from 16<sup>th</sup> January 2012 and will be updated as and when required. Last updated: 23/10/2020.

The Department of Transport explicitly states that the information contained in this national register may be subject to change in the future. Entities identified as Toll Chargers in this register can be removed from the register. The State shall not be held liable for the actions of legal entities mentioned in this register.

Any queries in regard to this register can be referred to:

Roads Division,  
Department of Transport,  
44 Kildare Street,  
Dublin 2,  
Ireland

Description	Entry
<b>EETS Domains in the State</b>	<ul style="list-style-type: none"> <li>• ‘eFlow’ M50 Motorway</li> <li>• M1 Motorway</li> <li>• East Link Toll Bridge</li> <li>• Dublin Port Tunnel</li> <li>• M4 Motorway Kilcock-Enfield-Kinnegad</li> <li>• M6 Motorway Galway-Ballinasloe</li> <li>• M7/M8 Motorway Portlaoise - Castletown/ Portlaoise – Cullahill</li> <li>• M8 Motorway Rathcormac - Fermoy Bypass</li> <li>• N25 Waterford City Bypass</li> <li>• M3 Motorway between Clonee and Kells (2 plazas)</li> <li>• Limerick Tunnel</li> </ul>
The Tolling Technologies Employed	Based upon DSRC microwave technology, operating in the 5.8Ghz frequency band <sup>1</sup>
The Toll Context Data	Refer to the EETS Domain Statement
The EETS Domain Statement	See web-links below.
The EETS Providers having EETS contracts with the Toll Chargers active in their area of competence	None
<b>EETS Providers who are granted registration by the State</b>	None

<sup>1</sup> Video tolling technology also used with ‘eFlow’ M50 Motorway.

**Contact Details**

Contact details for the Toll Chargers, including web-links to the respective EETS Domain Statements or information on tolling, are set out below.

<b>Toll Charger Name</b>	<b>Toll Charger Contact Address</b>	<b>Toll Charger EETS Domain Statement</b>
<b>‘eFlow’ M50 Motorway</b>	Tolling Manager eFlow PO Box 11302 Dublin 17 Ireland	<a href="https://www.eflow.ie/help-guidance/downloads/M50-Toll-Domain-Statement-2020.pdf">https://www.eflow.ie/help-guidance/downloads/M50-Toll-Domain-Statement-2020.pdf</a>
<b>M1 Motorway</b>	Operations Manager Celtic Roads Group (Dundalk) Ltd C/O M1 Toll Plaza, Balgeen, Drogheda Co Meath Ireland	<a href="http://www.crg.ie/TollDomianM1.pdf">http://www.crg.ie/TollDomianM1.pdf</a>
<b>East Link Toll Bridge</b>	Manager East-Link Toll Bridge Limited, Toll Plaza, York Road, Dublin 4. Tel : 01 668 2888 Fax : 01 688 2562	<a href="http://www.egis-projects.ie/images/uploads/docs/East-Link_Domain_Statement.pdf">http://www.egis-projects.ie/images/uploads/docs/East-Link_Domain_Statement.pdf</a>
<b>Dublin Tunnel</b>	Tolling Manager Egis Road & Tunnel Operations East Wall Road Dublin 3 Ireland	<a href="https://www.dublintunnel.ie/toll-domain-statement">https://www.dublintunnel.ie/toll-domain-statement</a>

<b>M4 Motorway Kilcock- Enfield- Kinnegad</b>	Operations Manager Eurolink Motorway Operations (M4) Ltd. Administration Building Blackbull Toll Plaza Quarryland Dunboyne Co. Meath Ireland	<a href="http://www.eurolink-m4.ie/docum/M4_Toll_Domain_Statement.pdf">http://www.eurolink-m4.ie/docum/M4_Toll_Domain_Statement.pdf</a>
<b>M6 Motorway Galway- Ballinasloe</b>	Operations & Maintenance Manager N6 Concession Ltd M6 Toll Plaza Administration Building, Cappataggle, Ballinasloe, Co. Galway Ireland	
<b>M7/M8 Motorway Portlaoise - Castletown/ Portlaoise – Cullahill</b>	Operations & Maintenance Manager MidLink M7/M8 Limited M7/M8 Toll Plaza Fatharnagh Mountrath Co. Laois Ireland	<a href="http://www.crg.ie/TollDomainM7M8.pdf">http://www.crg.ie/TollDomainM7M8.pdf</a>

<b>M8 Motorway Rathcormac - Fermoy Bypass</b>	Operations Manager Condonstown Toll Plaza, (Skahanagh North) Watergrasshill, Co. Cork Ireland	<a href="https://www.directroute.ie/tolldomainstatement.aspx">https://www.directroute.ie/tolldomainstatement.aspx</a>
<b>N25 Waterford City Bypass</b>	Operations Manager Celtic Roads Group (Waterford) Ltd C/O M1 Toll Plaza Toll Plaza Balgeen Drogheda Co. Meath Ireland	<a href="http://www.crg.ie/TollDomianN25.pdf">http://www.crg.ie/TollDomianN25.pdf</a>
<b>M3 Motorway between Clonoe and Kells (2 plazas)</b>	Operations Manager Eurolink Motorway Operation (M3) Ltd. Administration Building Blackbull Toll Plaza Quarryland Dunboyne Co. Meath Ireland	<a href="http://www.eurolink-m3.ie/documents/M3_Toll_Domain_Statement.pdf">http://www.eurolink-m3.ie/documents/M3_Toll_Domain_Statement.pdf</a>
<b>Limerick Tunnel</b>	Operations Manager DirectRoute (Limerick) Ltd Mainline Toll Plaza Coonagh Co. Limerick Ireland	<a href="https://www.directroute.ie/tolldomainstatement.aspx">https://www.directroute.ie/tolldomainstatement.aspx</a>

The Department of Transport explicitly states that the information contained in this national register may be subject to change in the future. Entities identified as Toll Chargers in this register can be removed from the register. The State shall not be held liable for the actions of legal entities mentioned in this register. This register was last updated on 1<sup>st</sup> May 2020.

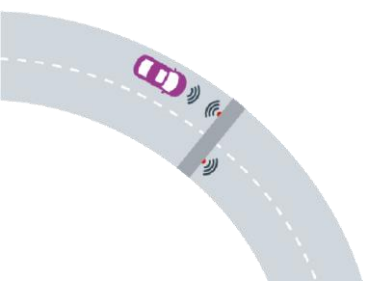
Any queries in regard to this register can be referred to:

Roads Division,  
Department of Transport, Tourism and Sport,  
44 Kildare Street,  
Dublin 2

# Toll Domain Statements

The Domain Statements for the 11 Irish toll domains where electronic tolling exists are reproduced here for convenience. As these Domain Statements can be subject to change please follow the links above for the most up-to-date versions.

# M50Toll Domain Statement





# M50 Toll Domain

## 1. GENERAL INTRODUCTION

### 1.1 Introduction

This document is intended solely for European Electronic Toll Service (EETS) Providers in the context of the EETS Decision of the European Commission 2009/750/EC. The purpose of this Toll Domain Statement is to set out the general conditions for EETS Providers for accessing the M50 toll domain. This Toll Domain Statement does not constitute an offer to enter into an agreement. Transport Infrastructure Ireland (TII) reserves the right to make changes to the requirements listed below at any time.

### 1.2 Interoperable Electronic Tolling Collection in Ireland

In conjunction with delivering a state-of-the art motorway network in Ireland, the National Roads Authority (NRA), operating under the name TII, has supported Electronic Toll Collection (ETC) on all Irish roads and full national interoperability for all ETC Service Users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. Eight of these toll roads have been funded using Public Private Partnership (PPP) and the associated tolling facilities are maintained and operated by the PPP concessionaires. Two of the facilities, M50 and Dublin-Tunnel, are operated under contract on behalf of the TII. In addition, the East-Link bridge is operated by Dublin City Council (DCC). All toll facilities incorporate ETC as a means of toll payment.

In addition, TII established, and continues to manage, the provision of Interoperability Management Services (IMS) as an interoperability hub to facilitate national interoperability. This IMS is operated under contract on behalf of TII by the Interoperability Management Service Provider (IMSP).

The National interoperability stakeholders comprise:

- Environment Management: TII provides this environment management structure by procuring the IMS;
- IMSP: The Interoperability Management Service Provider, providing the IMS under contract to TII;
- Toll Chargers (TCs): entities charged with operating the toll roads and authorised to collect tolls, including the PPP concessionaires, TII and DCC; all accept ETC as a payment method

## M50 Toll Domain

on their facilities. Please note that where the term TC is used in this Toll Domain Statement, this may be taken to mean TII as owner of the M50 toll road or the operator of the M50 toll



# M50 Toll Domain

- road as procured by TII;
- Toll Service Providers (TSPs): The entities that issue tags and manage ETC Service User accounts. They consist of PPP concessionaires, TII (via eFlow) and two independent tag service providers (Easytrip and ParkMagic); and
- Service Users: These are the ETC Service Users who have registered for an account with the TSP. There are number of agreements that form part of the Irish interoperability system and that, under normal circumstances<sup>1</sup>, parties are required to sign up to. These agreements are as follows:

<b>Interoperability Framework Agreement (IFA)</b>	Terms and Conditions for entities who register as TSPs and TCs; Data Exchange requirements; • Interoperability rules; and New Entrant Suitability for Use Procedures
<b>Toll Collection Agreement (TCA)</b>	Commercial terms between parties, including collection fee; Responsibilities of respective parties; and Arrangements for the administration and settlement of payments between TCs and TSPs.
<b>Supplemental Agreements</b>	Other agreements as may be necessary / advised

Registration as a TSP within this national interoperability scheme is a pre-requisite for any entity who wishes to offer the services of a TSP in Ireland. The terms and conditions for such registrations are provided on a non-discriminatory basis. Further detail of the process for a new TSP entering the Irish national interoperability scheme is described in Section 4.

Further details of the national interoperability agreements are available

from: Transport Infrastructure Ireland,  
Head of Tolling  
Operations, Parkgate  
Business Centre, Parkgate  
Street,  
Dublin 8,  
D08  
DK10

# M50 Toll Domain

## 2. PROCEDURAL CONDITIONS

### 2.1 Toll Transaction Policy

2.1.1 Geography subject to the toll or charge



# M50 Toll Domain

Section	Notes
<b>The legal basis by which a toll/charge can be levied by the Scheme</b>	Bye-Laws for the M50 (between Junctions 6 and 7) made pursuant to the Roads Act 1993 (as amended). Bye-Laws of the M50 can be found at: <a href="http://tii.ie/roads-tolling/tolling-information/statutory- notices/">tii.ie/roads-tolling/tolling-information/statutory- notices/</a>
<b>The overall area to which the Scheme applies</b>	M50 (between Junctions 6 and 7)
<b>Charged roads/infrastructure</b>	M50

## 2.1.2 General description of the transaction creation

A transaction is created for each vehicle that passes through the toll point charge. The following summarise the creation of a transaction:

- The M50 is a free-flow single point charge which uses a combination of Dedicated Short Range Communication (DSRC) beacons and Automatic Number Plate Recognition (ANPR) cameras to capture the passage of vehicles.
- A vehicle passage is detected through either the beacons interacting with an On- Board Unit (OBU) contained within the vehicle or the vehicle's Licence Plate Number (LPN) captured by the ANPR cameras.
- Vehicles equipped with an OBU are classified using the data contained within the Consolidated ETC White List<sup>2</sup>, while non-OBU vehicles are classified by checking with the National Driver and Vehicle File (NVDF<sup>3</sup>).
- If there is a discrepancy in classification identified by the Service User, the transaction may be disputed and further evidence (such as photographs of the vehicle) may be used to ensure the Service User is correctly charged.
- The system will check if the transaction is a valid passage. Each OBU holder is able to carry out a transaction if that OBU is on the TC's valid issuer list<sup>4</sup> and not on the Consolidated Black List.
- OBUs and Roadside Equipment (RSE) must be encoded with authentication and access keys provided by the IMSP in order for the OBU to be processed.
- Charging and Enforcement Information (CEI) files are generated upon passage of the vehicle. The CEI files contain information regarding the vehicle passage required for the charging of a toll. • The IMSP will consolidate the CEI files from each interoperable TC and will create consolidated CEI files for each TSP, detailing all the transactions completed by each of its Service Users on the different toll points.

## M50 Toll Domain

- The IMSP will generate settlement statements based on the charging information received, setting out the total amount of toll revenue that the TSP owes the TC for the settlement period. The settlement period is to be agreed between the TC and TSP6.
- TCs will issue invoices to the relevant TSPs on the basis of the IMSP settlement statement less any services charges as documented in the TCA between each TC and TSP.



# M50 Toll Domain

- Payment may be demanded from the Service User by alternative means (i.e. treated as unregistered) should the OBU details: a) not appear on a valid consolidated white list, b) appear on both the consolidated white list and the consolidated black list at the same time, c) not be recognised by the toll system for reasons other than a) or b) above.

## 2.1.3 Toll context data

This section sets out more detail on the tolls that Service Users have to pay to use the TC's domain.

## 2.1.4 Nature of toll or charge

Section	Notes
<b>Charging days</b>	All days of the year are tolled.
<b>Charging hours</b>	The same toll rates apply throughout the whole day without any differentiations between different hours of the day or between weekdays and weekends
<b>Summary of how the charge is calculated</b>	The M50 toll is a point charge based on vehicles passing through toll gantries. The toll rates applied are set by TI in accordance with the M50 Bye-Laws. These stipulate the Base Toll which can be adjusted annually considering changes in the Consumer Price Index. A list of the tolls will be published in a national daily newspaper before the 1st January of the relevant year.

## 2.1.5 Standard road user charges payable

Tolls vary according to vehicle class and different charges apply according to whether a vehicle is unregistered or registered. Furthermore, charges vary depending on whether registered Service Users OBU or video registered.

The different applicable charges are:

Pricing table-prices valid from 1st January 2019



# M50 Toll Domain

Vehicletype	Class	ETCTag registere d	Non-ETC Video registered	Non-ETC Nonregistere d
Cars	Class 2	€2.10	€2.60	€3.10





# M50 Toll Domain

<b>Publicservice vehicles(seating upto8 passengers)</b>	Class 3	€2.10	€2.60	€3.10
<b>Busesorcoaches (seatingmore than8 passengers)</b>	Class 4	€2.90	€3.40	€4.00
<b>Lightgoods vehicles (unladenweight under2,000kg)</b>	Class 4	€2.90	€3.40	€4.00
<b>Goodsvehicles (unladenweight 2,000to10,000 kg)</b>	Class 5	€4.30	€4.80	€5.30
<b>Heavygoods vehicles (unladenweight over10,000kg )</b>	Class 6	€5.30	€5.80	€6.30
<b>Tractorunitsfor articulated vehicles</b>	Class 6	€5.30	€5.80	€6.30

## 2.1.6 Eligibility and exemptions

All the vehicles are subject to toll payment except the following categories explicitly specified below:

1. Motor Cycles.
2. Ambulances and Fire Brigade Vehicles.
3. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.
4. South Dublin County Council's Goods Vehicles used in the performance of the functions and duties of South Dublin County Council.
5. Fingal County Council's Goods Vehicles used in the performance of the functions and duties of Fingal County Council.
6. Vehicles used by the Road Operator, or any person appointed to operate and maintain the M50 Motorway, in the performance of duties in relation

# M50 Toll Domain

to the M50 Motorway.

7. Specially adapted vehicles driven by disabled persons.

## 2.1.7 Procedure where payment is not made



# M50 Toll Domain

Section	Notes
<b>Timelimitforcompliance</b>	Tollsfor unregistered ServiceUsers mustbepaid duringthe InitialDefault Period, whichmeans by 8pmthe dayafterpassage through thetollpoint.
<b>Penaltychargeorfinelevels</b>	Where theInitialDefault Tollpayable isnotpaid before the expiry oftheInitial Default Period, the unregistered Service Usershallthereupon be liable topay the AdditionalDefault Tollapplicable to the vehicle class.Details ofAdditionalDefault Toll applicablearecontainedin the M50Bye-Laws whichcan befoundon: <a href="http://tii.ie/roads-tolling/tollinginformation/statutory-notice/">tii.ie/roads-tolling/tollinginformation/statutory-notice/</a>
<b>Penaltychargeorfineprocesses</b>	Ifapayment isnotmadebythe Initial Default Period, anenforcement process (asoutlinedin the eFlow BusinessRules) is initiated. Thisprocess describes atimeline forescalating actions ifa paymentremainsunpaid. Thisprocesscan transfer toan Enforcement Service Provider and canendincourtproceedings. Moredetails onthis processcanbe foundon: <a href="http://eflow.ie/helpguidance/faqs/penalties/ive-missed-the-payment-de-1/">eflow.ie/helpguidance/faqs/penalties/ive-missed-the-payment-de-1/</a>
<b>Channelsandpaymentmeansforpenalty chargesorfines</b>	Oncetheenforcementprocesshas been initiated, the unregistered Service Userneeds topaythe AdditionalDefaultToll applicable.Further details onchannels andpaymentmeansforpenalty charges orfinescan be foundon: <a href="http://eflow.ie/helpguidance/faqs/penalties/ive-missed-the-payment-de/">eflow.ie/helpguidance/faqs/penalties/ive-missed-the-payment-de/</a>

## 2.1.8 White, black and grey lists

The mandatory content, schedule and update frequency for both the ETC White and Black List according to the Irish national interoperability scheme are detailed in the following table:

# M50 Toll Domain

List		Content		Update	
Type	Tag Name	Full Name	Comment	FieldType	Frequency
White	<ul style="list-style-type: none"><li>cm</li><li>obu</li><li>vc</li></ul>	Context Mark OBU	Unique issuer identifierUnique OBU identifier	nvarchar(25) nvarchar(25)	Twice Dailyat 10:00and 16:00

# M50 Toll Domain

	<ul style="list-style-type: none"> <li>vm</li> </ul>	VehicleClass Vehicle Registration Number	Universalclass Vehiclelicence plate	integer nvarchar(100)	
<b>Black</b>	<ul style="list-style-type: none"> <li>cm</li> <li>obu</li> <li>rs</li> </ul>	Context Mark OBU Reason	Unique issuer identifierUnique OBU identifier Reasoncode for blacklisting	nvarchar(25) nvarchar(25) nvarchar(256)	Hourly

The M50 system also provides an ETC Grey List for tags belonging to pre-paid eFlow accounts which can indicate "low balance" to the Service User. However, in the context of another TSP operating on the M50 toll road, the Consolidated ETC Grey List has no value as, unlike other toll roads, it is not possible to provide an indication to the Service User of the low balance as they pass through the toll point. For completeness, the following table details the mandatory content, schedule and update frequency for the ETC Grey List.

List		Content		Update	
Type	Tag Name	Full Name	Comment	FieldType	Frequency
<b>Grey</b>	<ul style="list-style-type: none"> <li>cm</li> <li>obu</li> <li>rs</li> </ul>	Context Mark OBU Reason	Unique issuer identifierUnique OBU identifier Reasoncode for greylisting	nvarchar(25) nvarchar(25) nvarchar(256)	Hourly

## 2.2 Procedures and Services Level Agreement

Section	Notes
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# M50 Toll Domain

<b>Standards and specifications</b>	<p>Asset out in the IFA and as may be updated by the IMSP.</p> <p>These currently include:</p> <ul style="list-style-type: none"><li>• EU General Data Protection Regulation 2016/679</li><li>• Data Protection Act 2018</li><li>• ISO 17575 – Electronic Fee Collection</li><li>• Roads Act 1993</li></ul> <p>The roadside ETC transaction protocols used by the IMSP are:</p> <ul style="list-style-type: none"><li>• A1</li><li>• CESARE</li><li>• TIS</li></ul>
<b>Frequency of updates</b>	<p>Service Users are to be issued with updates, such as increases in toll rates, to allow for sufficient time for the Service User to become aware of any changes and respond accordingly.</p>

# M50 Toll Domain

<b>Toll charge accuracy</b>	The TSP is responsible for ensuring that any issues with ETC charging are addressed as soon as reasonably possible. Where the TC deems that the TSP is not resolving issues related to toll charge accuracy within a reasonable timeframe, they may initiate dispute procedures as outlined overleaf. If deemed necessary, accuracy percentages are to be agreed bilaterally and documented in the TCAs between the parties.
<b>Operational availability performance</b>	Each TC, TSP and the IMSP has obligations under the IFA with respect to the transfer of interoperability-related files. Further operational availability performance requirements may be set out in the TCA.
<b>Other KPIs</b>	To be agreed bilaterally and documented in the TCAs that are agreed between the parties.
<b>Service level agreements</b>	Service level agreements for TCs and TSPs are set out in the IFA and the relevant TCAs.
<b>Service level penalties</b>	To be agreed bilaterally and documented in the TCAs between the parties.
<b>Dispute procedure</b>	<p>A dispute resolution procedure relating to interoperability is set out in the IFA. A further dispute procedure is included in the TCA.</p> <p>Under the IFA, all parties are expected to cooperate in good faith with each other. Any technical or operational issues arising shall first be referred to the TC's and TSP's representatives who shall endeavour to resolve the issue. If such issue fails to be resolved within 20 working days of the issue arising, then disputes will be resolved by an Independent Expert with reasonable knowledge of the field.</p> <p>If any party in the dispute is dissatisfied with the decision of the Independent Expert, they may commence arbitration in respect to the dispute.</p> <p>Separately, with respect to the EETS, the National Transport Authority of Ireland, under European Commission Decision 2009/750/EC, has been appointed as the National Conciliation Body for Ireland. Further information on the National Conciliation Body can be found at:  <a href="https://www.nationaltransport.ie/wp-content/uploads/2011/12/Conciliation_Procedure_in_relation_to_disputes_between_European_Electronic_Toll_Service_Providers_-_Toll_Chargers_-_March_2014.pdf">https://www.nationaltransport.ie/wp-content/uploads/2011/12/Conciliation_Procedure_in_relation_to_disputes_between_European_Electronic_Toll_Service_Providers_-_Toll_Chargers_-_March_2014.pdf</a></p>

# M50 Toll Domain

The M50 operation will issue the toll declarations for Service User passages in batched files called Charging and Enforcement Information (CEI) to the IMSP according to the content





# M50 Toll Domain

and schedule detailed in the following table below. The IMSP will extract all transactions specific to each TSP from this file and consolidate these transactions will all other relevant transaction from other TCs. The IMSP will send the Consolidated Charging and Enforcement Information (CCEI) file to each respective TSP.

List		Content		Update	
Type	Tag Name	Full Name	Comment	FieldType	Frequency
CEI	• sp	Service	UniqueTC identifier	integer	Every 3hours from 6:30AMto 9:30 PM:
	• cm	Provider	Detected OBUissuer	nvarchar(25)	
	• obu	Context	identifierDetected	nvarchar(256)	
	• type	Mark	OBU identifier	)	- 6:30AM - 9:30AM - 12:30PM - 3:30PM - 6:30PM - 9:30PM
	• date	OBUType	Defaulted to	nvarchar(10)	
	• vc	Date Vehicle	ETCDate andtime	datetime	
	• loc	Class Locality	ofthe passage	integer float	
	• bid	Beacon	(format	nvarchar(10)	
	• avi	Identifier AVI	YYYYMMDDhhmmss	integer	
	• ave	AVE	s) Universalclass	nvarchar(50)	
	• res	Resolution	Unique	nvarchar(100)	
	• num	Num	identifierofplaza/lan	)	
	• enf	Enforcemen	e Uniquebeacon		
	• vm	t Vehicle	identifierTollcharge		
		Registration	including VATToll		
		Number	charge		
			excludingVAT Code		

## 2.3 Invoicing and Payment Policy

Section	Notes
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## M50 Toll Domain

<b>SettlementStatement</b>	The IMSP issues a Settlement Statement to the TC and TSP setting out the amounts owed by or to such TC or TSP by or to each other TC or TSP. Settlement Statements are issued at a frequency to be agreed between the TC and TSP
<b>TC invoicing TSP</b>	The TC issues a payment request to the TSP for an amount equal to settlement amount set out in the Settlement Statement issued by the IMSP less the collection fee due to the TSP. Details of the payment process are set out in the TCA.

# M50 Toll Domain

<b>TSP paying TC</b>	Payments are made by electronic fund transfer to an account specified by the TC. Further details are set out in the TCA.
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## 2.4 Commercial Conditions

### 2.4.1 Requirements to be met by the TC

Section	Notes
<b>Signs and signals</b>	<p>The M50 toll domain operates as an Open Road Tolling (ORT) system. Therefore, Service Users do not require any particular signage to direct them to an appropriate lane.</p> <p>As the M50 is an ORT system, to ensure the Service User is aware of the toll, distinctive signs are placed at the toll point, notifying drivers of the requirement to pay the toll and how it can be paid. Additional signage is provided on the approach to and following the toll point. To increase overall public awareness, informative campaigns are implemented on an ongoing basis.</p>
<b>Collection fee offered by TC to EETSP Provider</b>	To be specified in Schedule 1 of the TCA between the Parties. This fee is typically a percentage of the settlement amount collected in a given period, as defined in the individual TCAs. The collection fee is subject to negotiation between TII and the TSP.

### 2.4.2 Procedure for agreeing a contract

Section	Notes
<b>Initiating the contract process</b>	To initiate the contract process please contact TII.

# M50 Toll Domain

<b>Commercial conditions</b>	Charges will vary depending on a range of factors and are subject to commercial agreement between the parties. These arrangements are agreed bilaterally and are documented in the TCAs.
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# M50 Toll Domain

## 3. REQUIREMENTS TOWARDS EETS PROVIDERS

The IFA and respective TCAs include for general payment procedures. The following terms are specific to the TCAs for all TSPs (including EETS Providers) whose Service Users use the M50 toll domain.

### 3.1 Requirements to be met by TSPs

<b>Access fee levied by IMSP on TSP</b>	<p><b>Access fees to cover capital costs will be payable by the TSP to the IMSP. These fees cover a fixed operational payment, a variable operational payment for each ETC transaction and a one-off integration payment.</b></p> <p><b>Further details of these fees can be found on Schedule 7 of the IFA.</b></p>
<b>Bank Guarantees or equivalents</b>	<p>No bank guarantee is currently required but such arrangements may be required by the TC. A TSP shall be compliant with Schedule 3 of the IFA which sets out a number of conditions that are to be fulfilled in order to become a signatory to the IFA. Other requirements may be agreed bilaterally and documented in the TCAs.</p>
<b>Information on a particular User</b>	<p>The TSP is required to provide both ETC White and Black Lists of its Service User base; these lists (and specifically the whitelist) have to be complete as opposed to partial, meaning that they have to list each and every single tag and the related information.</p> <p>The mandatory content, schedule and update frequency for both white and black list according to the Irish national interoperability scheme are detailed in the IFA.</p>

# M50 Toll Domain

<b>Authorisation parameters</b>	<p>OBU and RSE must be encoded with authentication and access keys provided by the IMSP in order for the OBU to be processed</p> <p>OBUs will only be permitted to carry out an ETC transaction if they are on the TC's Valid User List and not on the Consolidated ETC Black List.</p> <p>Typically, the Consolidated ETC White List functions as a proxy for the Valid Issuer List.</p>
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# M50 Toll Domain

	<p>The MSP manage each TC's Valid Issuer List. User information of TSPs which do not appear as "Valid" on the TC's Valid Issuer List will be excluded from the White List distributed to the TC.</p>
<b>Charging obligation</b>	<p>The TSP is obliged to pay the TC for a valid ETC transaction relating to one of its Service User's irrespective of the TSP's ability to recover the toll from the Service user.</p> <p>The OBU must be so positioned to be read by the beacons located over the lane. If the OBU does not respond or partially transmits transponder data, the Service User will be charged using ANPR data captured matched against the NVDF.</p>
<b>Permanent change in classification</b>	<p>Classification will be determined using list data supplied by the TSP. It is the responsibility of the TSP to ensure that the classification data for both the Licence Plate Number and associated OBU is correct.</p> <p>Upon receipt of a new list, as per the schedule outlined in section 1.3 – Technical requirements of this Domain Statement, classification is deemed as permanent until expiry of that list (lists are updated against schedule defined in Table 1 of the IFA).</p>
<b>Temporary change in classification</b>	<p>There is no process in place to acknowledge a temporary change in classification details</p>

## 3.2 Requirements to be met by TSPs

Section	Notes
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# M50 Toll Domain

<b>Taglist(s)</b>	<p>The mandatory content, schedule and update frequency for both the ETC White and Black List according to the Irish national interoperability scheme are detailed in this section 2.1.4.</p> <p>Further details are available in the IFA</p>
<b>Charge Exceptions</b>	<p>In the event that there is a problem in reading the OBU in the lane then the system will capture the</p>





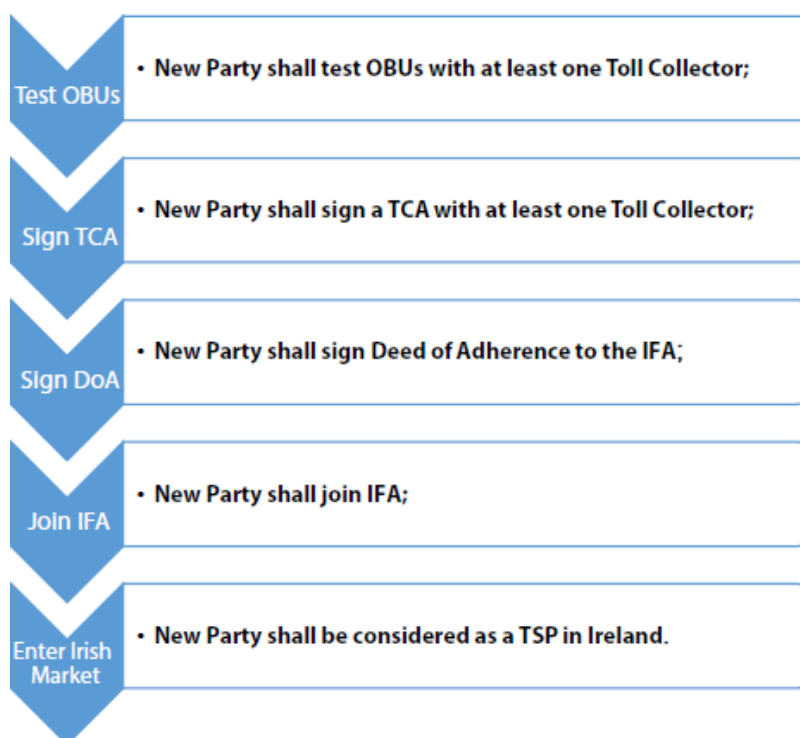
# M50 Toll Domain

	<p>vehicle LPN and compare this against the Consolidated ETC White List to identify an account.</p> <p>The associated transaction that is subsequently sent to the TSP for settlement purposes will be clearly flagged as being a 'degrade mode' transaction.</p> <p>Further details relating to exceptions are contained in the IFA and TCA</p>
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## 4. PROCESS FOR A NEW TSP ENTERING THE IRISH TOLL MARKET

The graphic below describes the process required for a new TSP (a "New Party") to join the Irish toll market. Some steps may be undertaken concurrently but the New Party is required to ensure that its OBUs are acceptable to at least one of the TCs in order to enter into a TCA which is a pre-condition to the New Party acceding to the IFA.

### 4.1 Process



# M50 Toll Domain

## 4.1 Process for joining the interoperability Framework Agreement (The IFA)



# M50 Toll Domain

- 4.1.1 A TSP who is not already a party to the IFA (a "New Party") shall be entitled to avail of the Services provided by the IMSP provided that the New Party: enters into a Deed of Adherence, in the form set out in Schedule 3 (*Deed of Adherence*); and complies with the requirements set out in the Appendix to the Deed of Adherence.<sup>8</sup>
- 4.1.2 With effect from the date the conditions specified in the Appendix to the Deed of Adherence (*as discussed in paragraph 3 below*) are fulfilled to the satisfaction of the IMSP Procuring Authority<sup>9</sup>, the New Party will be bound by and obliged to observe and perform the terms of the IFA.<sup>10</sup>

Please note that each TC and TSP irrevocably appoints the IMSP as its duly authorised lawful attorney for the purposes of executing on behalf of such TC or TSP the Deed of Adherence with the New Party.<sup>11</sup>

- 4.1.3 The Deed of Adherence provides that the IFA shall be amended and restated to include the New Party as a party to the IFA as though the New Party had been an original party and signatory to the IFA. In particular, Schedule 1 (Parties) to the IFA shall be amended by the inclusion of notice details of the New Party.<sup>12</sup>
- 4.1.4 The New Party who has entered into a Deed of Adherence shall have all the rights and obligations under the IFA as if it were named in the IFA as a TSP.<sup>13</sup>

## 4.2 Conditions for a new TSP to join the IFA

- 4.2.1 Prior to the New Party acceding to the IFA, the New Party must comply with the IMSP's testing and certification requirements in order to demonstrate compliance with the requirements of the IFA.<sup>14</sup>
- 4.2.2 The following is a summary of the main conditions necessary for a New Party to join the IFA from the Appendix to the Deed of Adherence:

The New Party shall provide evidence, in form and substance satisfactory to the IMSP Procuring Authority, that: it is capable of complying with the relevant technical requirements set out in Schedule 2 (Service Requirements);<sup>15</sup> the New Party has successfully tested its OBU in relation to at least one Toll Station in the State;<sup>16</sup> and the New Party has entered into a TCA with at least one other party, other than the IMSP.<sup>17</sup>

The New Party shall provide the following information to the IMSP Procuring Authority:

# M50 Toll Domain

details of the New Party (including its full legal name, registered company number, registered company address, trading or business name, telephone number and email address);<sup>18</sup>



## M50 Toll Domain

- i. details of the New Party's representative (including name, address, telephone number and email address);<sup>19</sup>
  - ii. details of the number of years the New Party has carried on business under its current name;<sup>20</sup> and
  - iii. details of the New Party's corporate status.<sup>21</sup>
- a) The New Party shall provide a declaration, in form and substance satisfactory to the IMSP Procuring Authority, confirming that it:
  - i. is not bankrupt or is being wound up, its affairs are not being administered by the court, it has not entered into an arrangement with creditors, it has not suspended business activities or is not in any analogous situation arising from a similar procedure under national laws and regulations;<sup>22</sup>
  - ii. is not the subject of proceedings for a declaration of bankruptcy, for an order for compulsory winding up or administration by the court or of an arrangement with creditors or of any similar proceedings under national laws and regulation;<sup>23</sup>
  - iii. has not been convicted by a judgment which has the force of res judicata in accordance with the legal provisions of the country of any offence concerning its professional conduct;<sup>24</sup>
  - iv. has fulfilled its obligations relating to the payment of social security contributions in accordance with the legal provisions of the country in which it is established;<sup>25</sup> and
  - v. has fulfilled its obligations relating to the payment of taxes in accordance with the legal provisions of the country in which he is established.<sup>26</sup>
- b) The New Party shall also provide the following to the IMSP Procuring Authority:
  - i. a detailed description of the technical equipment to be provided by the New Party for the purpose of facilitating ETC in accordance with the IFA;<sup>27</sup>
  - ii. a statement outlining the New Party's proposed contracting policy towards Toll Users, incorporating proposed key terms and conditions of contract;<sup>28</sup> and a global risk management plan outlining the evaluation and mitigation measures of the risks relevant to its

# M50 Toll Domain

provision of ETC.<sup>29</sup>

[www.eflow.ie](http://www.eflow.ie) @eflow\_freeflow

Cape House, Westend Office Park, Blanchardstown, Dublin 15.



# Toll Domian Statement – Celtic Roads Group (Dundalk) Limited

## 1.1 General information

Celtic Roads Group Dundalk (CRGM1) is a limited company registered in Ireland.

The content of this document are for general guidance to EETS providers. This document does not represent an offer to enter an agreement.

### 1.1.1 Interoperable Electronic Tolling Collection in Ireland

CRGM1 is part of the national interoperable ETC facilities promoted by the National Roads Authority (NRA). There are currently ten toll roads on the national network and one on the local network. Nine of these toll roads have been funded using Public Private Partnerships and the associated tolling facilities are maintained and operated by the PPP concessionaires. Interoperable ETC services arrangements are governed by a suite of agreements between the industry participants including the NRA, concessionaires, tag providers and others.

Further details of the interoperability and conditions are available from:

National Roads Authority  
St Martin's House  
Waterloo Road  
Dublin 4  
Ireland

### 1.1.2 Geography subject to the toll of charge

Section	Notes
The legal basis by which a toll/charge can be levied by the scheme	Bye-Laws for the M1 Motorway ( Gormanston to Monsterboice) made pursuant to the Roads Act 1993 (as amended).
The overall area to which the Scheme applies	M1 Motorway ( Gormanston to Monsterboice)
Charged roads/infrastructure	Tolls are charged for journeys in both the north and south bound directions. They are collected at the Mainline Toll plaza located in the town land of Balgeen and at two satellite plazas located at Donore.

### 1.1.3 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiation between hours of the day or between weekdays & weekends.
Summary of how the charge is calculated	The toll rates applied are approved by the National Roads Authority in accordance with the Bye-Laws and the relevant PPP contract provisions.

### 1.1.4 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	All vehicles except those seven (5) categories explicitly specified below.
Classes of Vehicles & Users exempt from tolls:	<ol style="list-style-type: none"><li>1. Ambulances and Fire Brigade Vehicles.</li><li>2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.</li><li>3. Vehicles used by the staff of Meath County Council, Louth County Council or the National Roads Authority in the performance of their duties.</li><li>4. Vehicles used by the Concessionaire in the performance of duties in relation to the M1 Motorway.</li><li>5. Specially adapted vehicles driven by disabled persons.</li></ol>

### 1.1.5 Procedure where payment is not made

Section	Notes
Time limit for compliance	All tolls must be paid at the time of passage through the toll plaza. Payment can be made using one of the authorised methods of payment.
Penalty charge of fine levels	Penalties or fines may be applied at the discretion CRGM1.
Penalty Charge or fine processes	Details of the fine and penalty charge process will be provided by the company as required.
Channels & Payment means for penalty charges of fines	Details will be provided by the company as required.

## 1.2 Details of EETS Payment Methods

This section sets out more detail on the different payment methods available for Service Providers whose Users use the CRG M1 domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	Authorized on board units which fulfill the necessary conditions, both commercial and technical for acceptance at the M1 plazas can activate the barriers in lanes to enable further progress of the Users journey.
Standard Road User charges payable	As per following table:



## Pricing table – Prices valid from 1<sup>st</sup> January 2014

Vehicle type	Class	Toll Fee
<b>Motorcycles</b>	Class 1	€1.00
<b>Motor Cars</b>	Class 2	€1.90
<b>Buses or coaches</b> (seating more than 8 passengers)	Class 3	€3.30
<b>Light goods vehicles</b> (with a design gross vehicle weight not exceeding 3,500 kilograms)	Class 4	€3.30
<b>Goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles) <b>And Tractor units for articulated vehicles</b>	Class 5	€4.70
<b>Heavy goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles)	Class 6	€6.00

Discounted charges (if any) – There are no discounts in respect of ETC transactions.

Toll Context Data – Toll Context Data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs & Signals	Relevant and instructive signage is present on the approaches to the plazas.
Additional Information	Additional information can be obtained by contacting CRGM1
Charge Collection fee offered by Toll Charger to EETS Provider	To be specified in bilateral agreement between Toll Charger and Service provider.

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be specified in bilateral agreement between Toll Charger and Service provider.
Bank Guarantees or equivalents	To be specified in bilateral agreement between Toll Charger and Service provider.
Information on a particular User	To be determined.
Authorisation Parameters	To be determined
Charging obligation	To be determined
Permanent change in classification	To be determined
Temporary change in classification	To be determined

#### 1.2.4 Operation when there are problems with the users of data

Section	Notes
Tag list(s)	To be determined
Charge Exceptions	In the event that there is a problem in reading the OBU in the lane then the Road user will be obliged to pay the toll by an acceptable alternative method.

#### 1.2.5 Procedures and service levels

Section	Notes
Standards & Specifications	To be determined
Frequency of updates	To be determined
Accuracy	To be determined
Operational Availability Performance	To be determined
Other KPIs	To be determined
Service Level Penalties	To be determined
Dispute Procedure	To be determined

#### Invoicing & Payment

Section	Notes
Toll Charge Invoicing Service Provider	To be determined
Service Provider paying Toll Charger	To be determined
Service Provider invoicing Toll Charger	To be determined
Toll Charger paying Service Provider	To be determined

#### 1.2.6 Procedure for agreeing a contract

Section	Notes
Initiation the contract process	To be determined
Commercial Conditions	To be determined

### 1.3 Technical requirements

#### 1.3.1 White, black and grey lists

The mandatory content, schedule and update frequency for User lists is yet to be determined.

#### 1.3.2 Vehicle classification

Detailed requirements to be determined.

#### 1.3.3 Toll declaraion

To be determined

#### 1.3.4 Other requirements

Details to be determined.

# **Toll Domain Statement**

## **Eastlink Toll Bridge**

### **1.1 General information**

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This toll domain statement does not constitute an offer to enter into an agreement.

### **1.2 Ringsend Toll Bridge DAC**

Ringsend Toll Bridge DAC is an incorporated Irish company that Operates the East-Link Toll Bridge also known as the Thomas Clarke Bridge.

### **1.3 Interoperable Electronic Tolling Collection in Ireland**

Ringsend Toll Bridge DAC has supported the Transport Infrastructure Ireland (TII) in actively promoting electronic toll collection on all Irish toll roads and full national Interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

The Eastlink Toll Bridge runs from the East-Wall Road on the north-side of the River Liffey to the Sean Moore Road on the south-side of the river. The Toll Plaza consists of 3 lanes in each direction all of which incorporates electronic toll collection systems as a means of toll payment accepting all interoperable tags in the Irish market.

For further information on interoperability terms and conditions please contact:

Transport Infrastructure Ireland  
Government Office  
Parkgate Business Centre  
Parkgate Street  
Dublin 8

### **1.4 Geography subject to the toll or charge**

#### **Section Notes**

The legal basis by which a toll/charge can be levied by the Scheme:

Toll Bye-Laws for the East-Link Toll Road/Corporation of Dublin (Now Dublin City Council) made under Section 5 of the Local Government Toll Roads Act 1979.

<http://www.tii.ie/RoadsTolling>

The overall area to which the Toll Scheme applied is levied on vehicles using the East-Link Toll Bridge.

The section of the road that runs from the Point Depot roundabout on the north-side of the East-Link Bridge connecting to the Sean Moore roundabout on the south-side.

### **1.5 Nature of toll or charge**

#### **Section Notes**

Toll charges are made at the East-Link Toll 24 hours per day 365 days of the year.

The same toll rates apply throughout the whole day without any differentiation for peak or off peak or between weekdays and weekends.

Toll charges are made as vehicles pass through the toll plaza.

## **1.6 Eligibility and exemptions**

### **Section Notes**

Eligible vehicles to which the charge applies:

All vehicles except those five (5) categories explicitly specified below.

Refer to the Toll Bye-Laws for the East-Link Toll Bridge made under Section 5 of the Local Government Toll Roads Act, 1979 as amended.

Classes of Vehicles and users exempt from tolls:

1. Ambulances and Fire Brigade Vehicles.
2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.
3. Dublin City Council and Dublin Port vehicles bearing the livery of the Council and being used in the performance of the functions and duties of the Councils.
4. Vehicles used by the Concessionaire, in the performance of duties in relation to the Toll Road.
5. Specially adapted vehicles driven by disabled persons.

## **1.7 Procedure where payment is not made**

### **Section Notes**

Tolls tariffs must be paid at the time of crossing at the Toll Plaza.

At the discretion of Ringsend Toll Bridge DAC penalty charges or fines may be applied for non-payment of tolls.

Offenders may be pursued through the Courts for penalty charges or fines

## **1.8 Details of interoperable payment methods**

This section sets out in more detail the different payment methods available for Service Providers whose users use the Toll Charger's domain.

## **1.9 General definition of the payment method**

### **Section Notes**

Description of payment method;

- East-Link Toll Bridge is an open scheme with barriers in all lanes. When a vehicle approaches the vehicle will be classified by a combination of operator class, AVC class or through ANPR which interrogates the National Vehicle Driver Class. If the system determines that the tag is present on a valid white list, a CEI file will be generated, the barrier will lift and the vehicle can pass through.
- The charge process is initiated by the scheme operator following a successful "read" of an on-board unit. CEI files will be consolidated and transferring according to agreed protocols to the IEA/IMSP clearing house facility.
- East-Link has individual settlement agreements with each Irish Compatible Operator or ISP under the umbrella of the TII interoperability agreements.
- Should the tag details not appear on a valid white list or for other reasons not be recognised by the toll system, payment by alternative means (e.g. cash or bank card) may be demanded.

**Standard Road User charges payable at to Ringsend Toll Bridge DAC**  
**As per the table below:**

**Pricing table – Prices valid from 18th August 2018**

**Vehicle type Class**

**Motorcycles:** Free

**Motor Cars:** €1.40

**Buses or coaches:** (seating more than 8 passengers) €2.10

**Light goods vehicles:** (with a design gross vehicle weight not exceeding 3,500 kilograms) €2.10

**Goods vehicles:** (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 axles): €2.85

**Goods vehicles** (with a design gross vehicle weight exceeding 3,500 kilograms and having 3 axles): €3.50

**Heavy goods vehicles** (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles): €4.25

Toll Context data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

**1.10 Requirements to be met by the Toll Charger**

**Section Notes**

Signs and signals: Signage is currently on the approach to the East-Link Plaza indicating the toll rates by vehicle class.

Additional information Please refer to:

<http://www.tii.ie/RoadTollingInformation>

**1.11 Requirements to be met by Service Providers**

**Section Notes**

Access fee levied by Toll Charger on Service Provider to be determined.

Bank Guarantees or equivalents to be determined.

Information on a particular user to be determined

Authorisation parameters to be determined

Charging obligations to be determined

Permanent change in classification to be determined

Temporary change in classification to be determined

**1.12 Operation when there are problems with Users or data**

**Section Notes**

Tag list(s) to be determined.

Charge Exceptions: In the event that there is a failure in charging the on board unit in the lane, an alternative means of payment is required.

**1.13 Procedures and service levels**

**Section Notes**

Standards and specifications to be determined.

Frequency of updates to be determined.

Accuracy to be determined

Operational availability performance to be determined.

Other KPIs to be determined.

Service level penalties to be determined.

Dispute procedure to be determined.

#### **1.14 Invoicing and payment**

##### **Section Notes**

Toll Charger invoicing Service Provider to be determined.

Service Provider paying Toll Charger to be determined.

Service Provider invoicing Toll Charger to be determined.

Toll Charger paying Service Provider to be determined.

## **1 General Information**

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### **1.1 Introduction**

This document is intended solely for European Electronic Toll Service (EETS) Providers in the context of the EETS Decision of the European Commission 2009/750/EC. The purpose of this Toll Domain Statement is to set out the general conditions for EETS Providers for accessing the Dublin Tunnel toll domain. This toll domain statement does not constitute an offer to enter into an agreement.

Transport Infrastructure Ireland (TII) reserves the right to make changes to the requirements listed below at any time.

### **1.2 Interoperable Electronic Tolling Collection in Ireland**

In conjunction with delivering a state-of-the art motorway network in Ireland, the National Roads Authority (NRA), operating under the name TII, has supported Electronic Toll Collection (ETC) on all Irish roads and full national interoperability for all ETC Service Users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. Eight of these toll roads have been funded using Public Private Partnership (PPP) and the associated tolling facilities are maintained and operated by the PPP concessionaires. Two of the facilities, M50 and Dublin Tunnel, are operated under contract on behalf of the TII. In addition, the East-Link bridge is operated by Dublin City Council (DCC). All toll facilities incorporate ETC as a means of toll payment.

In addition, TII established, and continues to manage, the provision of Interoperability Management Services (IMS) as an interoperability hub to facilitate national interoperability. This IMS is operated under contract on behalf of TII by the Interoperability Management Service Provider (IMSP).

The National interoperability stakeholders comprise:

- **Environment Management:** TII provides this environment management structure by procuring the IMS;
- **IMSP:** The Interoperability Management Service Provider, providing the interoperability management service under contract to TII;
- **Toll Chargers (TCs):** entities charged with operating the toll roads and authorised to collect tolls, including the PPP concessionaires, TII and DCC; all accept ETC as a payment method on their facilities. Please note that where the term TC is used in this Toll Domain Statement, this may be taken to mean TII as owner of the Dublin Tunnel or the operator of the Dublin Tunnel as procured by TII;
- **Toll Service Providers (TSPs):** The entities that issue tags and manage ETC Service User accounts. They consist of PPP concessionaires, TII (via eFlow) and two independent tag service providers (Easytrip and ParkMagic); and
- **Service Users:** These are the ETC Service Users who have registered for an account with the TSP.

There are number of agreements that form part of the Irish interoperability system and that, under normal circumstances<sup>1</sup>, parties are required to sign up to. These agreements are as follows:

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<sup>1</sup> Parties are entitled to become interoperable with each other without these agreements. However, to become interoperable with TII on the Dublin Tunnel it is necessary to sign up to the IFA and to form a TCA with TII.

Document	Description of Contents
Interoperability Framework Agreement (IFA)	<ul style="list-style-type: none"> <li>Terms and Conditions for entities who register as TSPs and TCs;</li> <li>Data Exchange requirements;</li> <li>Interoperability rules; and</li> <li>New Entrant Suitability for Use Procedures.</li> </ul>
Toll Collection Agreement (TCA)	<ul style="list-style-type: none"> <li>Commercial terms between parties, including collection fee;</li> <li>Responsibilities of respective parties; and</li> <li>Arrangements for the administration and settlement of payments between TCs and TSPs.</li> </ul>
Supplemental Agreements	Other agreements as may be necessary / advised.

Registration as a TSP within this national interoperability scheme is a pre-requisite for any entity who wishes to offer the services of a TSP in Ireland. The terms and conditions for such registrations are provided on a non-discriminatory basis. Further detail of the process for a new TSP entering the Irish national interoperability scheme is described in Section 4.

Further details of the national interoperability agreements are available from:

Transport Infrastructure Ireland,  
Head of Tolling Operations,  
Parkgate Business Centre,  
Parkgate Street,  
Dublin 8,  
D08 DK10

## 2 Procedural Conditions

### 2.1 Toll Transaction Policy

#### 2.1.1 Geography subject to the toll or charge

Section	Notes
The legal basis by which a toll/charge can be levied by the Scheme	Bye-Laws for the Dublin Port Tunnel made pursuant to the Roads Act 1993 (as amended). Bye-Laws of the Dublin Tunnel can be found at: <a href="http://tii.ie/roads-tolling/tolling-information/statutory-notice/">tii.ie/roads-tolling/tolling-information/statutory-notice/</a> .
The overall area to which the Scheme applies	The Dublin Tunnel is located in the Dublin area and connects the M1 (south of Dublin Airport) to the docklands.
Charged roads/infrastructure	Dublin Tunnel.

#### 2.1.2 General description of the transaction creation

A transaction is created for each vehicle that passes through the barriered toll plazas at either approach to the Dublin Tunnel. The following summarise the creation of a transaction:



- The Dublin Tunnel has two barriered toll plazas at entry to both approaches to the tunnel. Passage can be achieved at the plaza by either using an ETC lane or a cash / card manually operated lane.
- The ETC lane used Dedicated Short Range Communication (DSRC) beacons to interact with an On Board Unit (OBU) contained with the vehicle.
- Independent Vehicle Classification Systems (IVCS), such as inductive loops and lasers, are used at the plaza to classify the approaching vehicle. Additionally, vehicles equipped with an OBU are also classified using the data contained within the Consolidated ETC White List<sup>2</sup> to ensure correctness. Non-OBU vehicles can be verified by the toll plaza operators.
- If there is a discrepancy in classification identified by the Service User, the transaction may be disputed and further evidence (such as photographs of the vehicle) may be used to ensure the Service User is correctly charged.
- The system will check if the transaction is a valid passage. Each Service User holder is able to carry out a transaction if that OBU on the TC's valid issuer list<sup>3</sup> and not on the Consolidated Black List<sup>4</sup>.
- OBUs and Roadside Equipment (RSE) must be encoded with authentication and access keys provided by the IMSP in order for the OBU to be processed.
- Charging and Enforcement Information (CEI) files are generated upon passage of the vehicle. The CEI files contain information regarding the vehicle passage required for the charging of a toll.
- The IMSP will consolidate the CEI files from each interoperable TC and will create consolidated CEI files for each TSP, detailing all the transactions completed by each of its Service Users on the different toll points.
- The IMSP will generate settlement statements based on the charging information received, setting out the total amount of toll revenue that the TSP owes the TC for the settlement period. The settlement period is to be agreed between the TC and TSP<sup>5</sup>.
- TCs will issue invoices to the relevant TSPs on the basis of the IMSP settlement statement less any services charges as documented in the TCA between each TC and TSP.
- Payment may be demanded from the Service User by alternative means (i.e. treated as unregistered) should the OBU details:
  - a) not appear on a valid consolidated white list,
  - b) appear on both the consolidated white list and the consolidated black list at the same time,
  - c) not be recognised by the toll system for reasons other than a) or b) above.

### 2.1.3 Toll context data

This section sets out more detail on the tolls that Service Users have to pay to use the TC's domain.

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<sup>2</sup>ETC White List means, in respect of a TSP, at any particular time, a list of all OBUs issued by that TSP including the class of vehicles in respect of which such OBU has been issued. The Consolidated ETC White List is a combination of the ETC White Lists of each interoperable TSP, consolidated by the IMSP.

<sup>3</sup>Typically, the Consolidated White List functions as the Valid Issuer List. Where a TC is not interoperable with all TSPs operating in Ireland, the IMSP will generate a Consolidated White List bespoke to that TC that will include the OBUs only of TSPs with whom the TC is interoperable.

<sup>4</sup>ETC Black List means, in respect of TSP, at any particular time, a list of the OBU issued by that TSP, as the case may be, which are not acceptable for the purpose of, or in connection with, an ETC transaction. The Consolidated ETC Black List is a combination of the ETC Black Lists of each interoperable TSP, consolidated by the IMSP.

<sup>5</sup>This procedure is further explained under section 2.2.1.

## 2.1.3.1 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	Toll rates vary according to direction travelled and time of day as set out in section 2.1.3.2.
Summary of how the charge is calculated	The toll rates applied are set by TII in accordance with the Bye-Laws. These stipulate the Base Tolls which can be adjusted annually taking into account changes in the Consumer Price Index. A list of tolls will be published in a national daily newspaper before the 1 <sup>st</sup> January of the relevant year.

## 2.1.3.2 Standard road user charges payable

The different applicable charges are:

### Pricing table-prices valid from 1<sup>st</sup> January 2018

Vehicle type	Applicable Tolls
Cars, taxis, motorcycles and car vans/light commercial vehicles of 3,500 kilograms and under	<p>Southbound (Santry to Dublin Port):</p> <ul style="list-style-type: none"> <li>• €10 between 6am to 10am Monday to Friday;</li> <li>• €3 at all other times including Public Holidays.</li> </ul> <p>Northbound (Dublin Port to Santry):</p> <ul style="list-style-type: none"> <li>• €10 between 4pm to 7pm Monday to Friday;</li> <li>• €3 at all other times including Public Holidays</li> </ul>

## 2.1.3.3 Eligibility and exemptions

All the vehicles are subject to toll payment except the following categories explicitly specified below:

1. Goods vehicles with a design gross vehicle weight exceeding 3,500 kilograms.
2. Ambulances and Fire Brigade Vehicles.
3. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.
4. Dublin City Council Vehicles used in the performance of the functions and duties of Dublin City Council.
5. Vehicles used by the Operator appointed to operate and maintain the Dublin Tunnel, in the performance of duties in relation to the Dublin Tunnel.
6. Buses or Coaches with seating for greater than twenty five (25) passengers where such Bus or Coach is a “public service vehicle” within the meaning of Section 3 of the Road Traffic Act 1961.

7. Specially adapted vehicles driven by disabled persons.

#### 2.1.3.4 Procedure where payment is not made

Section	Notes
Time limit for compliance	Tolls are paid at the toll plaza by either cashier, coin machine or ETC.
Penalty charge or fine levels	Tolls tariffs must be paid at the time of use at the Toll Plaza. At the discretion of TC penalty charges or fines may be applied for non-payment of tolls.
Penalty charge or fine processes	Offenders may be pursued through the Courts for penalty charges or fines.
Channels and payment means for penalty charges or fines	The offender is liable to pay the full value of the toll and may be pursued through the courts.

#### 2.1.4 White, black and grey lists

The mandatory content, schedule and update frequency for both the ETC White and Black List according to the Irish national interoperability scheme are detailed in the following table:

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
White	<ul style="list-style-type: none"> <li>cm</li> <li>obu</li> <li>vc</li> <li>vm</li> </ul>	Context Mark OBU Vehicle Class Vehicle Registration Number	Unique issuer identifier Unique OBU identifier Universal class Vehicle licence plate	nvarchar(25) nvarchar(25) integer nvarchar(100)	Twice Daily at 10:00 and 16:00
Black	<ul style="list-style-type: none"> <li>cm</li> <li>obu</li> <li>rs</li> </ul>	Context Mark OBU Reason	Unique issuer identifier Unique OBU identifier Reason code for black listing	nvarchar(25) nvarchar(25) nvarchar(256)	Hourly

For completeness, the following table details the mandatory content, schedule and update frequency for the ETC Grey List.

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
Grey	<ul style="list-style-type: none"> <li>cm</li> <li>obu</li> <li>rs</li> </ul>	Context Mark OBU Reason	Unique issuer identifier Unique OBU identifier Reason code for grey listing	nvarchar(25) nvarchar(25) nvarchar(256)	Hourly

## 2.2 Procedures and Service Level Agreement

Section	Notes
Standards and specifications	<p>As set out in the IFA and as may be updated by the IMSP. These currently include:</p> <ul style="list-style-type: none"> <li>• EU General Data Protection Regulation 2016/679</li> <li>• Data Protection Act 2018</li> <li>• ISO 17575 – Electronic Fee Collection</li> <li>• Roads Act 1993</li> </ul> <p>The roadside ETC transaction protocols used by the IMSP are:</p> <ul style="list-style-type: none"> <li>• A1</li> <li>• CESARE</li> <li>• TIS</li> </ul>
Frequency of updates	Service Users are to be issued with updates, such as increases in toll rates, to allow for sufficient time for the Service User to become aware of any changes and respond accordingly.
Toll charge accuracy	The TSP is responsible for ensuring that any issues with ETC charging are addressed as soon as reasonably possible. Where the TC deems that the TSP is not resolving issues related to toll charge accuracy <sup>6</sup> in reasonable timeframe, they may initiate dispute procedures as outlined overleaf. If deemed necessary accuracy percentages are to be agreed bilaterally and documented in the TCAs between the parties
Operational availability performance	Each TC, TSP and the IMSP has obligations under the IFA with respect to the transfer of interoperability-related files. Further operational availability performance requirements may be set out in the TCA.
Other KPIs	To be agreed bilaterally and documented in the TCAs that are agreed between the parties.
Service level agreements	Service level agreements for TCs and TSPs are set out in the IFA and the relevant TCAs.
Service level penalties	To be agreed bilaterally and documented in the TCAs between the parties.

<sup>6</sup>Toll charge accuracy refers to the correctness of the vehicle classification used to charge the Service User for their toll passage.

## Dispute procedure

A disputes resolution procedure relating to interoperability is set out in the IFA. A further dispute procedure is included in the TCA.

Under the IFA, all parties are expected to cooperate in good faith with each other. Any technical or operational issues arising shall first be referred to the TC's and TSP's representatives who shall endeavour to resolve the issue. If such issue fails to be resolved within 20 working days of the issue arising, then disputes will be resolved by an Independent Expert with reasonable knowledge of the field.

If any party in the dispute is dissatisfied with the decision of the Independent Expert, they may commence arbitration in respect to the dispute.

Separately, with respect to the EETS, the National Transport Authority of Ireland, under European Commission Decision 2009/750/EC, has been appointed as the National Conciliation Body for Ireland.

Further information on the National Conciliation Body can be found at: [https://www.nationaltransport.ie/wp-content/uploads/2011/12/Conciliation\\_Procedure\\_in\\_relation\\_to\\_disputes\\_between\\_European\\_Electronic\\_Toll\\_Service\\_Providers\\_Toll\\_Chargers\\_-\\_March\\_2014.pdf](https://www.nationaltransport.ie/wp-content/uploads/2011/12/Conciliation_Procedure_in_relation_to_disputes_between_European_Electronic_Toll_Service_Providers_Toll_Chargers_-_March_2014.pdf)

## 2.2.1 Toll Declaration

The Dublin Tunnel Toll Charger will issue the toll declarations for Service User passages in the CEI batched files to the IMSP according to the content and schedule detailed in the following table below. The IMSP will extract all transactions specific to each TSP from this file and consolidate these transactions with all other relevant transaction from other TCs. The IMSP will send the Consolidated Charging and Enforcement Information (CCEI) file to each respective TSP.

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
CEI	• sp	Service Provider	Unique TC identifier	integer	<i>Every 3 hours from 6:30 AM to 9:30 PM: - 6:30 AM - 9:30 AM - 12:30 PM - 3:30 PM - 6:30 PM - 9:30 PM</i>
	• cm	Context Mark	Detected OBU issuer identifier	nvarchar(25)	
	• obu	OBU	Detected OBU identifier	nvarchar(256)	
	• type	Type	Defaulted to ETC	nvarchar(10)	
	• date	Date	Date and time of the passage (format YYYYMMDDhhmmss)	datetime	
	• vc	Vehicle Class	Universal class	integer	
	• loc	Locality	Unique identifier of plaza/lane	integer	
	• bid	Beacon Identifier	Unique beacon identifier	integer	
	• avi	AVI	Toll charge including VAT	float	
	• ave	AVE	Toll charge excluding VAT	float	
	• res	Resolution	Code identifier for type of transaction processing	nvarchar(10)	
	• num	Num	Unique identifier of the passage in TC system	integer	
	• enf	Enforcement	Passage enforcement status	nvarchar(50)	
	• vrn	Vehicle Registration Number	Read vehicle licence plate	nvarchar(100)	

**2.3 Invoicing and Payment Policy**

Section	Notes
Settlement Statement	The IMSP issues a Settlement Statement to the TC and TSP setting out the amounts owed by or to such TC or TSP by or to each other TC or TSP. Settlement Statements are issued at a frequency to be agreed between the TC and TSP.
TC invoicing TSP	The TC issues a payment request to the TSP for an amount equal to settlement amount set out in the Settlement Statement issued by the IMSP less the collection fee due to the TSP. Details of the payment process are set out in the TCA.
TSP paying TC	Payments are made by electronic funds transfer to an account specified by the TC. Further details are set out in the TCA.

**2.4 Commercial Conditions****2.4.1 Requirements to be met by the Toll Charger**

Section	Notes
Signs and signals	Signage and Variable Message Signs (VMS) signals are provided at the toll plaza to indicate the following: <ul style="list-style-type: none"><li>• Lanes for different vehicle types;</li><li>• Lanes for different payment methods, including ETC;</li><li>• Open and closed lanes;</li><li>• Speed limits;</li><li>• Safe distances between vehicles; and</li><li>• Various other safety and information messages.</li></ul>
Collection fee offered by TC to EETS Provider	To be specified in Schedule 1 of the TCA between the Parties. This fee is typically a percentage of the settlement amount collected in a given period, as defined in the individual TCAs. The collection fee is subject to negotiation between TII and the TSP.

**2.4.2 Procedure for agreeing a contract**

Section	Notes
Initiating the contract process	To initiate the contract process please contact TII.
Commercial conditions	Charges will vary depending on a range of factors and are subject to commercial agreement between the parties. These arrangements are agreed bilaterally and are documented in the TCAs.

### **3 Requirements towards EETS Providers**

The IFA and respective TCAs include for general payment procedures. The following terms are specific to the TCAs for all TSPs (including EETS Providers) whose Service Users use the Dublin Tunnel toll domain.

#### **3.1 Requirements to be met by Toll Service Providers**

<b>Section</b>	<b>Notes</b>
Access fee levied by IMSP on TSP	<p>Access fee to cover capital costs will be payable by the TSP to the IMSP. These fees cover a fixed operational payment, a variable operational payment for each ETC transaction and a one-off integration payment.</p> <p>Further details of these fees can be found on Schedule 7 of the IFA.</p>
Bank Guarantees or equivalents	<p>No bank guarantee is currently required but such arrangements may be required by the TC. A TSP shall be compliant with Schedule 3 of the IFA which sets out a number of conditions that are to be fulfilled in order to become a signatory to the IFA. Other requirements may be agreed bilaterally and documented in the TCAs.</p>
Information on a particular User	<p>The TSP is required to provide both ETC White and Black Lists of its Service User base; these lists (and specifically the white list) have to be complete as opposed to partial, meaning that they have to list each and every single tag and the related information.</p> <p>The mandatory content, schedule and update frequency for both white and black list according to the Irish national interoperability scheme are detailed in the IFA.</p>
Authorisation parameters	<p>OBU and RSE must be encoded with authentication and access keys provided by the IMSP in order for the OBU to be processed</p> <p>OBU holders will only be permitted to carry out an ETC transaction if they are on the TC's Valid User List and not on the Consolidated ETC Black List. Typically, the Consolidated ETC White List functions as a proxy for the Valid Issuer List.</p> <p>The IMSP manage each TC's Valid Issuer List. User information of TSPs which do not appear as "Valid" on the TC's Valid Issuer List will be excluded from the White List distributed to the TC.</p>



Charging obligation	<p>The TSP is obliged to pay the TC for a valid ETC transaction relating to one of its Service User's irrespective of the TSP's ability to recover the toll from the Service user.</p> <p>The OBU must be so positioned to be read by the beacons located over the lane. If the OBU does not respond or partially transmits transponder data, the Service User will be charged using Automatic Number Plate Recognition (ANPR) data captured matched against the National Vehicle and Driver File (NVDF).</p>
Permanent change in classification	<p>Classification will be determined using list data supplied by the TSP. It is the responsibility of the TSP to ensure that the classification data for both the Licence Plate Number (LPN) and associated OBU is correct.</p> <p>Upon receipt of a new list, as per the schedule outlined in section 1.3 – Technical requirements of this Domain Statement, classification is deemed as permanent until expiry of that list (lists are updated against schedule defined in Table 1 of the IFA).</p>
Temporary change in classification	<p>There is no process in place to acknowledge a temporary change in classification details.</p>

### 3.2 Operation when there are problems with users or data

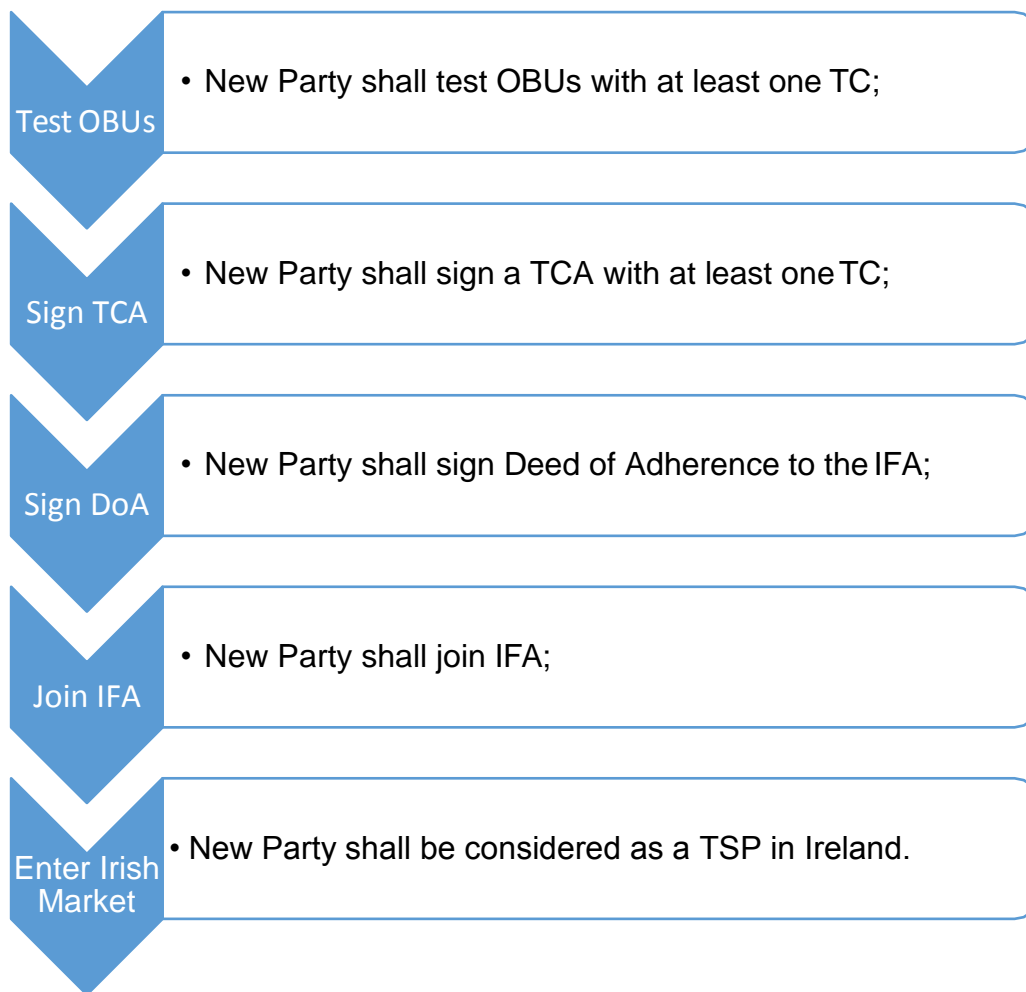
Section	Notes
Tag list(s)	<p>The mandatory content, schedule and update frequency for both the ETC White and Black List according to the Irish national interoperability scheme are detailed in the section 2.1.4.</p> <p>Further details are available in the IFA.</p>
Charge Exceptions	<p>In the event that there is a problem in reading the OBU in the lane then the system will capture the vehicle LPN and compare this against the Consolidated ETC White List to identify an account.</p> <p>The associated transaction that is subsequently sent to the TSP for settlement purposes will be clearly flagged as being a 'degrade mode' transaction.</p> <p>Further details relating to exceptions are contained in the IFA and TCA.</p>



## 4 Process for a new TSP entering the Irish toll market

The graphic below describes the process required for a new TSP (a “New Party”) to join the Irish toll market. Some steps may be undertaken concurrently but the New Party is required to ensure that its OBUs are acceptable to at least one of the TCs in order to enter into a TCA which is a pre-condition to the New Party acceding to the IFA.

### 4.1 Process



## 4.2 Process for joining the Interoperability Framework Agreement (the “IFA”)

**4.2.1** A TSP who is not already a party to the IFA (a “New Party”) shall be entitled to avail of the Services provided by the IMSP provided that the New Party:

- a. enters into a Deed of Adherence, in the form set out in Schedule 3 (*Deed of Adherence*); and
- b. complies with the requirements set out in the Appendix to the Deed of Adherence.<sup>7</sup>

**4.2.2** With effect from the date the conditions specified in the Appendix to the Deed of Adherence (*as discussed in paragraph 3 below*) are fulfilled to the satisfaction of the IMSP Procuring Authority<sup>8</sup>, the New Party will be bound by and obliged to observe and perform the terms of the IFA.<sup>9</sup>

Please note that each TC and TSP irrevocably appoints the IMSP as its duly authorised lawful attorney for the purposes of executing on behalf of such TC or TSP the Deed of Adherence with the New Party.<sup>10</sup>

**4.2.3** The Deed of Adherence provides that the IFA shall be amended and restated to include the New Party as a party to the IFA as though the New Party had been an original party and signatory to the IFA. In particular, Schedule 1 (Parties) to the IFA shall be amended by the inclusion of notice details of the New Party.<sup>11</sup>

**4.2.4** The New Party who has entered into a Deed of Adherence shall have all the rights and obligations under the IFA as if it were named in the IFA as a TSP.<sup>12</sup>

## 4.3 Conditions for a new Toll Service Provider to join the IFA

**4.3.1** Prior to the New Party acceding to the IFA, the New Party must comply with the IMSP’s testing and certification requirements in order to demonstrate compliance with the requirements of the IFA.<sup>13</sup>

**4.3.2** The following is a summary of the main conditions necessary for a New Party to join the IFA from the Appendix to the Deed of Adherence:

- a. The New Party shall provide evidence, in form and substance satisfactory to the IMSP Procuring Authority, that:
  - i. it is capable of complying with the relevant technical requirements set out in Schedule 2 (*Service Requirements*);<sup>14</sup>
  - ii. the New Party has successfully tested its OBU in relation to at least one Toll Station in the State;<sup>15</sup> and
  - iii. the New Party has entered into a TCA with at least one other party, other than the IMSP.<sup>16</sup>

<sup>7</sup> Clause 30.1 of the IFA.

<sup>8</sup> TII.

<sup>9</sup> Clause 1 of the Deed of Adherence.

<sup>10</sup> Clause 30.4 of the IFA.

<sup>11</sup> Clause 3 of the Deed of Adherence.

<sup>12</sup> Clause 30.3 of the IFA.

<sup>13</sup> Clause 30.2 of the IFA.

<sup>14</sup> Clause 1(a) of the Appendix to the Deed of Adherence.

<sup>15</sup> Clause 1(b) of the Appendix to the Deed of Adherence.

<sup>16</sup> Clause 1(d) of the Appendix to the Deed of Adherence.

- b. The New Party shall provide the following information to the IMSP Procuring Authority:
- i. details of the New Party (including its full legal name, registered company number, registered company address, trading or business name, telephone number and email address);<sup>17</sup>
  - ii. details of the New Party's representative (including name, address, telephone number and email address);<sup>18</sup>
  - iii. details of the number of years the New Party has carried on business under its current name;<sup>19</sup> and
  - iv. details of the New Party's corporate status.<sup>20</sup>
- c. The New Party shall provide a declaration, in form and substance satisfactory to the IMSP Procuring Authority, confirming that it:
- i. is not bankrupt or is being wound up, its affairs are not being administered by the court, it has not entered into an arrangement with creditors, it has not suspended business activities or is not in any analogous situation arising from a similar procedure under national laws and regulations;<sup>21</sup>
  - ii. is not the subject of proceedings for a declaration of bankruptcy, for an order for compulsory winding up or administration by the court or of an arrangement with creditors or of any similar proceedings under national laws and regulation;<sup>22</sup>
  - iii. has not been convicted by a judgment which has the force of res judicata in accordance with the legal provisions of the country of any offence concerning its professional conduct;<sup>23</sup>
  - iv. has fulfilled its obligations relating to the payment of social security contributions in accordance with the legal provisions of the country in which it is established;<sup>24</sup> and
  - v. has fulfilled its obligations relating to the payment of taxes in accordance with the legal provisions of the country in which he is established.<sup>25</sup>
- d. The New Party shall also provide the following to the IMSP Procuring Authority:
- i. a detailed description of the technical equipment to be provided by the New Party for the purpose of facilitating ETC in accordance with the IFA;<sup>26</sup>
  - ii. a statement outlining the New Party's proposed contracting policy towards Toll Users, incorporating proposed key terms and conditions of contract;<sup>27</sup> and
  - iii. a global risk management plan outlining the evaluation and mitigation measures of the risks relevant to its provision of ETC.<sup>28</sup>

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<sup>17</sup> Clause 2(a) of the Appendix to the Deed of Adherence.

<sup>18</sup> Clause 2(b) of the Appendix to the Deed of Adherence.

<sup>19</sup> Clause 2(c) of the Appendix to the Deed of Adherence.

<sup>20</sup> Clause 2(d) of the Appendix to the Deed of Adherence.

<sup>21</sup> Clause 3(a) of the Appendix to the Deed of Adherence.

<sup>22</sup> Clause 3(b) of the Appendix to the Deed of Adherence.

<sup>23</sup> Clause 3(c) of the Appendix to the Deed of Adherence.

<sup>24</sup> Clause 3(d) of the Appendix to the Deed of Adherence.

<sup>25</sup> Clause 3(e) of the Appendix to the Deed of Adherence.

<sup>26</sup> Clause 4(a) of the Appendix to the Deed of Adherence.

<sup>27</sup> Clause 4(b) of the Appendix to the Deed of Adherence.

<sup>28</sup> Clause 4(c) of the Appendix to the Deed of Adherence.

## 1.1 General information

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This toll domain statement does not constitute an offer to enter into an agreement.

### 1.1.1 Eurolink Motorway Operation Limited

Eurolink Motorway Operation Limited ("Eurolink M4") is an incorporated Irish company that was awarded the concession contract to design, build, finance, operate and maintain the M4/M6 Kinnegad – Kilcock Motorway.

### 1.1.2 Interoperable Electronic Tolling Collection in Ireland

Eurolink M4 have supported the National Roads Authority (NRA) in actively promoting electronic toll collection on all Irish toll roads and full national interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. Eurolink M4 is one of the nine toll roads which have been funded using Public Private Partnerships. Eurolink M4 maintains and operates the associated tolling facilities. All Eurolink M4's toll facilities incorporate electronic toll collection as a means of toll payment and accept all interoperable tags in the Irish market.

For further information on interoperability terms and conditions please contact:

National Roads Authority  
St Martin's House  
Waterloo Road  
Dublin 4  
Ireland

### 1.1.3 Geography subject to the toll or charge

Section	Notes
The legal basis by which a toll/charge can be levied by the Scheme	Toll Bye-Laws for the M4 Kinnegad-Enfield-Kilcock Motorway made under the Roads Act, 1993 as amended. The Bye-Laws are made pursuant to section 61 of the Roads Act, 1993 as amended. <a href="http://www.nra.ie/GeneralTollingInformation/StatutoryNotices/">http://www.nra.ie/GeneralTollingInformation/StatutoryNotices/</a>
The overall area to which the Scheme applies	<p>The toll is levied on vehicles using the M4/M6 Kinnegad – Kilcock Motorway. The scheme begins at the end of the existing M4 motorway at Kilcock, from where it passes south of the R148. A full grade separated interchange is provided at Kilcock connecting the Naas road to the Trim road.</p> <p>The route continues in a westerly direction towards Cappagh Hill, passing to the south of the Cappagh GAA pitch, crossing the Ballycorron River and continuing towards the regional road between Edenderry /Johnstown Bridge and Enfield, passing to the north of Johnstown House. A full grade separated interchange is provided to serve Enfield and Johnstown Bridge along with the Trim and Edenderry Roads and links with the Enfield relief road.</p> <p>The route continues passing south of the railway and the Royal Canal, crossing the rivers Blackwater, Togher, Aleckafin, Glash and Boyne. It crosses the regional road to Edenderry and the Kinnegad River passing south of Kinnegad.</p> <p>The route provides free flow connections to the N6 (Galway) and N4 (Sligo) to the west of Kinnegad. At Kinnegad grade separated interchanges are provided on the N4 and N6 links. Over and underpasses are provided to cater with the local traffic through the motorway junctions.</p>
Charged roads / infrastructure	Tolls are collected Northbound and Southbound at the M4 Toll Plaza.

### 1.1.4 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiations between different hours of the day or between weekdays and weekends.
Type of Charge	A point charge for driving through a toll plaza.

**1.1.5 Eligibility and exemptions**

Section	Notes
Eligible vehicles to which the charge applies	All vehicles except those five (5) categories explicitly specified below.  Refer to the Toll Bye-Laws for the M4 Kinnegad-Enfield-Kilcock Motorway made under the Roads Act, 1993 as amended.
Classes of Vehicles and Users exempt from tolls:	<ol style="list-style-type: none"><li>1. Ambulances and Fire Brigade Vehicles.</li><li>2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.</li><li>3. Vehicles used by staff of Kildare County Council, Meath County Council, Westmeath County Council or the National Roads Authority in the performance of their duties.</li><li>4. Vehicles used by the Eurolink M4, in the performance of duties in relation to the Toll Road.</li><li>5. Specially adapted vehicles driven by disabled persons.</li></ol>

**1.1.6 Procedure where payment is not made**

Section	Notes
Time limit for compliance	Tolls must be paid at the time of crossing at the Toll Plaza or by pre-payment using an authorised pre-payment card.
Penalty charge or fine levels	At the discretion of Eurolink M4 penalty charges or fines may be applied. Eurolink M4 will publish details of penalty and fines charged.
Penalty charge or fine processes	Will be pursued through the Courts as necessary.
Channels and payment means for penalty charges or fines	Offenders may be pursued through the Courts as necessary.

## 1.2 Details of interoperable payment methods

This section sets out in more detail the different payment methods available for Service Providers whose Users use the Toll Charger's domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	<ul style="list-style-type: none"> <li>□ M4 Kinnegad-Enfield-Kilcock Motorway is a toll barrier scheme that uses beacons for its electronic charging system. The charge is applied when various vehicles enter the M4 Toll Plaza.</li> <li>➤ The charge process is initiated by the scheme operator following a successful "read" of an on-board unit.</li> <li>□ The M4 Kinnegad-Enfield-Kilcock Motorway is a toll barrier scheme, payment by alternative means (e.g. cash) may be demanded if an on-board unit is not successfully read or if the payment guarantee was invalid.</li> </ul>
Standard Road User charges payable	As per the below table:

**Pricing table – Prices valid from 1st January 2014**

Vehicle type	Class	ETC Tag registered
<b>Motorcycles</b>	Class 1	€1.50
<b>Motor Cars</b>	Class 2	€2.90
<b>Buses or coaches</b> (seating more than 8 passengers)	Class 3	€4.30
<b>Light goods vehicles</b> (with a design gross vehicle weight not exceeding 3,500 kilograms)	Class 4	€4.30
<b>Goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles) And <b>Tractor units for articulated vehicles</b>	Class 5	€5.70
<b>Heavy goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles)	Class 6	€7.00

Discounted charges (if any)	<p>A discount of 10% of the prevailing toll charge applies in respect of using a pre-payment card for 20 journeys or multiples of 20 journeys on the Toll Road.</p> <p>Refer to: Toll Bye-Laws for the M4 Kinnegad-Enfield-Kilcock Motorway made under the Roads Act, 1993 as amended.</p>
Toll Context Data	Toll Context data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs and signals	Currently signage on approach to M4 Toll Plaza indicate toll rates by vehicle class.
Additional information	Please refer to: <a href="http://www.eurolink-m4.ie/">http://www.eurolink-m4.ie/</a>
Charge collection fee offered by Toll Charger to EETS Provider	To be determined

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be determined
Bank Guarantees or equivalents	To be determined
Information on a particular User	To be determined
Authorisation parameters	To be determined
Charging obligation	To be determined
Permanent change in classification	To be determined
Temporary change in classification	To be determined



**1.2.4 Operation when there are problems with Users or data**

Section	Notes
Tag list(s)	To be determined.
Charge Exceptions	In the event that there is a problem in reading the on board unit in the lane, alternative means of payment are required.

**1.2.5 Procedures and service levels**

Section	Notes
Standards and specifications	To be determined.
Frequency of updates	To be determined.
Accuracy	To be determined.
Operational availability performance	To be determined.
Other KPIs	To be determined.
Service level penalties	To be determined.
Dispute procedure	To be determined.

**1.2.6 Invoicing and payment**

Section	Notes
Toll Charger invoicing Service Provider	To be determined.
Service Provider paying Toll Charger	To be determined.
Service Provider invoicing Toll Charger	To be determined.
Toll Charger paying Service Provider	To be determined.

**1.2.7 Procedure for agreeing a contract**

Section	Notes
Initiating the contract process	To be determined.
Commercial conditions	To be determined.

## 1.1 General Information

### 1.1.1 Interoperable Electronic Tolling collection in Ireland

In conjunction with delivering a state-of-the-art motorway network in Ireland, Transport Infrastructure Ireland (TII) has actively promoted electronic toll collection on all Irish toll roads and full national interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network. There are currently ten toll roads on the national network and one on the local network. Nine of these toll roads have been funded using Public Private Partnerships and the associated tolling facilities are maintained and operated by the PPP concessionaires. Two of the toll facilities, M50 and Dublin Port Tunnel, are operated under contract on behalf of TII. All toll facilities incorporate electronic toll collection as a means of toll payment.

In addition, TII established, and continues to manage, the provision of Interoperability Services Management (IMSP) as a transaction clearing house to facilitate national interoperability. This IMSP is operated under contract on behalf of TII.

The National interoperability stakeholders comprise of;

- Environment Management: TII provides this environment management structure by funding the IMSP which is a transaction clearing house operated under contract on TII's behalf.
- Compatible Operators
  - Toll Chargers: All toll road operators (PPP companies and entities contracted by TII to operate the M50 and DPT) accept ETC as a payment method on their facilities.
  - Service Providers: The entities that issue tags and manage ETC customer accounts consists of PPP operators, TII (via eFlow) and two independent tag service providers.
- Service User: These are the ETC customers who have registered for an account with the service providers.

The Irish Interoperability agreement suite is a set of documents which includes:

Document	Description of Contents
Interoperability Framework Agreement	Commercial Terms and Conditions for entities who register as Compatible Operators (Cos). Standard Operating Procedures for Data Exchange New Entrant Suitability for Use Procedures.
Interoperability Bilateral Agreements	Arrangements for the administration and settlement of payments between Compatible Operators.
Supplemental Agreements	Other agreements as may be necessary/advised

### 1.1.2 Geography subject to the toll or charge

Section	Notes
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Toll Domain Statement:		N6 (Concession) Limited
The legal basis by which a toll/charge can be levied by the Scheme	Bye-Laws for the M6 (between Junction 15 & Junction 16) made pursuant to the Roads Act 1993 (as amended).	
The overall area to which the Scheme applies	M6 (between Junction 15 West Ballinasloe West & Junction 16 Loughrea)	

### 1.1.3 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiations between different hours of the day or between weekdays and weekends.
Summary of how the charge is calculated	The toll rates applied are set by the National Roads Authority in accordance with the Bye-Laws. These stipulate the Base Tolls which can be adjusted annually taking into account changes in the Consumer Price Index.

**1.1.4 Eligibility and exemptions**

Section	Notes
Eligible vehicles to which the charge applies	All vehicles except those four (4) categories explicitly specified below.
Classes of Vehicles and Users exempt from tolls:	<ol style="list-style-type: none"> <li>1. Ambulances and Fire Brigade Vehicles.</li> <li>2. Vehicles used by members of the Garda Siochana or Defence Forces in the performance of their duties as such members.</li> <li>3. Vehicles used by the Road Operator, or any person appointed to operate and maintain the M6 Motorway, in the performance of duties in relation to the M6 Motorway.</li> <li>4. Specially adapted vehicles driven by disabled persons.</li> </ol>

**1.1.5 Procedure where payment is not made**

The Interoperability Framework Agreement includes for general payment procedures. The following terms are specific to the Interoperability Bilateral Agreement for all Service Providers (including EETS Providers) whose users use the M6 toll domain;

Section	Notes
Time limit for compliance	Ten business days from the receipt of a Payment Request.
Penalty charge or fine levels	<p>If payment is not made on time, interest will be charged on the amount outstanding from the day after the due date up to (and including) the date of payment.</p> <p>The interest will be charged at the rate of the "Late Payment Interest" as specified in the European Communities (Late Payment in Commercial Transactions) Regulations 2002.</p>
Penalty charge or fine processes	The interest will be calculated by the Toll Charger and added to the next Payment Request.
Channels and payment means for penalty charges or fines	The applicable interest payment will be included in the Due Amount and paid within ten business days of the next Payment Request.

## 1.2 Details of EETS payment methods

The Interoperability Framework Agreement includes for general payment procedures. The following terms are specific to the Interoperability Bilateral Agreement for all Service Providers (including EETS Providers) whose users use the M6 toll domain.

This section sets out more detail on the different payment methods available for Service Providers whose Users use the Toll Chargers domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	<ul style="list-style-type: none"> <li>➤ As set out in the Interoperability Bilateral Agreement</li> <li>➤ All settlement payments will be in Euro denomination.</li> </ul>
Standard road User charges payable	As per following table:

Pricing table – Prices valid from 1<sup>st</sup> January 2014

#### *TOLL RATES 2014- Maximum Toll calculation 2013*

<i>Class</i>	<i>Revised toll incl.VAT @ 23%</i>	<i>2013 toll rates</i>
Motor cycles (exceeding 50 c.c.)	1.00	1.00
Motor cars	1.90	1.90
Buses or coaches	3.30	3.30
Goods vehicles with a design gross vehicle weight not exceeding 3,500 kilograms	3.30	3.30
Goods vehicles with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 a axles	4.70	4.70
Goods vehicles with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles	6.00	6.00

Discounted charges (if any)	A 10% discount is available for persons using a N6 Trip card.
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Toll Context Data	Toll Context data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)
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### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs and Signals	Signage and VMS signals are provided at the toll plaza to indicate the following: <ul style="list-style-type: none"> <li>• Lanes for different vehicle types;</li> <li>• Lanes for different payment methods, including Electronic Toll Collection;</li> <li>• Open and closed lanes;</li> <li>• Speed limits;</li> <li>• Safe distances between vehicles; and</li> <li>• Various other safety and information messages.</li> </ul>
Additional information	The M6 Toll Charger will comply with all general obligations set out in the Interoperability Bilateral Agreement.
Charge collection fee offered by Toll Charger to EETS Provider	To be specified in the Interoperability Framework and Bilateral Agreements

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be determined
Bank Guarantees or equivalents	To be specified in the Interoperability Framework Agreement.
Information on a particular User	The Service Provider is required to provide both white and black lists of its customer base; these lists (and specifically the white one) have to be complete as opposed to partial meaning that they have to list each and every single tag and the related information. The mandatory content, schedule and update frequency for both white and black list according to the Irish national interoperability scheme are detailed in the Interoperability Framework Agreement.
Authorisation parameters	To be specified in the Interoperability Framework Agreement.
Charging obligation	The transponder must be so positioned to be read by our beacons located over the lane. If the transponder does not respond or partially transmits, the unique identification number on the tag will be recorded manually and the associated transaction is subsequently sent to the Service Provider for settlement purposes.
Permanent change in classification	Classification will be determined using list data supplied by the Service Provider. It is the responsibility of the Service Provider to ensure that the classification data for both the LPN and associated OBU is correct.

	Upon receipt of a new list, as per the schedule outlined in section 1.3 – Technical requirements, classification is deemed as permanent until expiry of that list (List is updated against schedule).
Temporary change in classification	There is no process in place to acknowledge a temporary change in classification details.

#### 1.2.4 Operation when there are problems with Users or data

Section	Notes
Tag list(s)	The mandatory content, schedule and update frequency for both white and black list according to the Irish national interoperability scheme are detailed in the section 1.3 Technical Requirements.  If any problems arise that prevent receipt of these lists then the last valid lists received will continue to be used until such times as the updated lists are received.
Charge Exceptions	The transponder must be so positioned to be read by our beacons located over the lane. If the transponder does not respond or partially transmits, the unique identification number on the tag will be recorded manually and the associated transaction is subsequently sent to the Service Provider for settlement purposes.

#### 1.2.5 Procedures and service levels

Section	Notes
Standards and Specifications	To be set out in the Interoperability Framework Agreement
Frequency of updates	To be set out in the Interoperability Framework Agreement
Accuracy	To be set out in the Interoperability Framework Agreement
Operational availability performance	To be set out in the Interoperability Framework Agreement
Other KPI's	To be set out in the Interoperability Framework Agreement
Service level penalties	To be set out in the Interoperability Framework Agreement
Dispute procedure	To be set out in the Interoperability Framework Agreement

#### Invoicing and payment

Section	Notes
Toll Charger invoicing Service Provider	To be set out in the Interoperability Framework Agreement
Service Provider paying Toll Charger	To be set out in the Interoperability Framework Agreement



Service Provider invoicing Toll Charger	To be set out in the Interoperability Framework Agreement
Toll Charger paying Service Provider	To be set out in the Interoperability Framework Agreement

### 1.2.6 Procedure for agreeing a contract

Section	Notes
Initiating the contract	To be set out in the Interoperability Framework Agreement
Commercial conditions	To be set out in the Interoperability Framework Agreement and the Interoperability Bilateral Agreement.

## 1.3 Technical requirements

### 1.3.1 White, black and grey lists

The mandatory content, schedule and update frequency for both white and black list according to the Irish national interoperability scheme are detailed in the following table.

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
White	➤ cm	Context Mark	Unique issuer identifier	Nvarchar(25)	As set out in the IMSP CO Framework Agreement
	➤ obu	OBU	Unique OBU identifier	Nvarchar(25)	
	➤ vc	Vehicle Class	IMSP universal class	integer	
	➤ vm	Vehicle Registration Number	Vehicle licence plate	Nvarchar(100)	
Black	➤ cm	Context Mark	Unique issuer identifier	Nvarchar(25)	As set out in the IMSP CO Framework Agreement
	➤ obu	OBU	Unique OBU identifier	Nvarchar(25)	
	➤ rs	Reason	Reason code for black listing	Nvarchar(256)	

For completeness the following table details the mandatory content, schedule and update frequency for the grey list.

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
Grey	<ul style="list-style-type: none"> <li>➤ cm</li> <li>➤ obu</li> <li>➤ rs</li> </ul>	Context Mark OBU Reason	Unique issuer identifier Unique OBU identifier Reason code for grey listing	Nvarchar(25) Nvarchar(25) Nvarchar(256)	As set out in the IMSP CO Framework Agreement

### 1.3.2 Vehicle classification

For both technical and operational reasons the M6 operation requires the single Service Provider to provide the Vehicle Class for the vehicles of its customer base in the white list (as described in 1.3.1) The vehicle class has to be calculated according to the IMSP classification scheme (IMSP universal class) established under the Irish national interoperability scheme and so detailed in the Interoperability Framework Agreement.

### 1.3.3 Toll declaration

The M6 operation will issue the toll declarations for Service User passages in batched files called Charging and Enforcement Information (CEI) according to the content and schedule detailed in the following table.

List	Content				Update
Type	Tag Name	Full Name	Comment	Field Type	Frequency
CEI	➤ sp	Service Provider	Unique toll charger identifier	integer	Every 3 hours from 6:30 AM to 9:30 PM: - 6:30 AM - 9:30 AM - 12:30 PM - 3:30 PM - 6:30 PM - 6:30 PM
	➤ cm	Context Mark	Detected OBU issuer identifier	Nvarchar(25)	
	➤ obu	OBU	Detected OBU identifier	Nvarchar(256)	
	➤ type	Type	Defaulted to ETC	Nvarchar(10)	
	➤ date	Date	Date and time of the passage (format YYYYMMDDhhmmss)	Datetime	
	➤ vc	Vehicle Class	IMSP universal class	integer	
	➤ loc	Locality	Unique identifier of plaza/lane	integer	
	➤ bid	Beacon Identifier	Unique beacon identifier	integer	
	➤ avi	AVI	Toll charge including VAT	float	
	➤ ave	AVE	Toll charge excluding VAT	float	
	➤ res	Resolution	Code identifier for type of transaction processing	nvarchar(10)	

Toll Domain Statement:			N6 (Concession) Limited		
	> num	Num	Unique identifier of the passage in toll charger system	integer	
	> enf	Enforcement	Passage enforcement status	nvarchar(50)	
	> vrn	Vehicle Registration Number	Read vehicle licence plate	nvarchar(100)	

#### 1.3.4 Other requirements

Service Providers will be required to supply the M6 operation with the authentication key to allow the M6 roadside equipment to authenticate with the OBU of the Service Provider.

# Toll Domian Statement – Celtic Roads Group Portlaoise Limited

## 1.1 General information

Celtic Roads Group Portlaoise (CRGM7M8) is a limited company registered in Ireland.  
The content of this document are for general guidance to EETS providers. This document does not represent an offer to enter an agreement.

### 1.1.1 Interoperable Electronic Tolling Collection in Ireland

CRGM7M8 is part of the national interoperable ETC facilities promoted by the National Roads Authority (NRA). There are currently ten toll roads on the national network and one on the local network. Nine of these toll roads have been funded using Public Private Partnerships and the associated tolling facilities are maintained and operated by the PPP concessionaires. Interoperable ETC services arrangements are governed by a suite of agreements between the industry participants including the NRA, concessionaires, tag providers and others.

Further details of the interoperability and conditions are available from:

National Roads Authority  
St Martin's House  
Waterloo Road  
Dublin 4  
Ireland

### 1.1.2 Geography subject to the toll of charge

Section	Notes
The legal basis by which a toll/charge can be levied by the scheme	Bye Laws for the M7 Portlaoise to Castletown / M8 Portlaoise to Cullahill Motorway made pursuant to the Roads Act 1993 (as amended).
The overall area to which the Scheme applies	As set out un the Toll Scheme M7 Portlaoise to Castletown / M8 Portlaoise to Cullahill Motorway.
Charged roads/infrastructure	Tolls are charged for journeys in both the north and south bound directions. The toll Plaza is located on the M7 between junctions J18 and J19.

### 1.1.3 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiation between hours of the day or between weekdays & weekends.
Summary of how the charge is calculated	The toll rates applied are approved by the National Roads Authority in accordance with the Bye-Laws and the relevant PPP contract provisions.

### 1.1.4 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	All vehicles except those seven (5) categories explicitly specified below.
Classes of Vehicles & Users exempt from tolls:	<ol style="list-style-type: none"><li>1. Ambulances and Fire Brigade Vehicles.</li><li>2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.</li><li>3. Vehicles used by the staff of Meath County Council, Louth County Council or the National Roads Authority in the performance of their duties.</li><li>4. Vehicles used by the Toll Company in the performance of duties in relation to the M1 Motorway.</li><li>5. Specially adapted vehicles driven by disabled persons.</li></ol>

### 1.1.5 Procedure where payment is not made

Section	Notes
Time limit for compliance	All tolls must be paid at the time of passage through the toll plaza. Payment can be made using one of the authorised methods of payment.
Penalty charge of fine levels	Penalties or fines may be applied at the discretion CRGM7M8.
Penalty Charge or fine processes	Details of the fine and penalty charge process will be provided by the company as required.
Channels & Payment means for penalty charges of fines	Details will be provided by the company as required.

## 1.2 Details of EETS Payment Methods

This section sets out more detail on the different payment methods available for Service Providers whose Users use the CRG M7/M8 domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	Authorized on board units which fulfill the necessary conditions, both commercial and technical for acceptance at the M1 plazas can activate the barriers in lanes to enable further progress of the Users journey.
Standard Road User charges payable	As per following table:

## Pricing table – Prices valid from 1<sup>st</sup> January 2014

Vehicle type	Class	Toll Fee
<b>Motorcycles</b>	Class 1	€1.00
<b>Motor Cars</b>	Class 2	€1.90
<b>Buses or coaches</b> (seating more than 8 passengers)	Class 3	€3.30
<b>Light goods vehicles</b> (with a design gross vehicle weight not exceeding 3,500 kilograms)	Class 4	€3.30
<b>Goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles) <b>And Tractor units for articulated vehicles</b>	Class 5	€4.70
<b>Heavy goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles)	Class 6	€6.00

Discounted charges (if any) – There are no discounts in respect of ETC transactions.

Toll Context Data – Toll Context Data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs & Signals	Relevant and instructive signage is present on the approaches to the plazas.
Additional Information	Additional information can be obtained by contacting CRGM7M8
Charge Collection fee offered by Toll Charger to EETS Provider	To be specified in bilateral agreement between Toll Charger and Service provider.

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be specified in bilateral agreement between Toll Charger and Service provider.
Bank Guarantees or equivalents	To be specified in bilateral agreement between Toll Charger and Service provider.
Information on a particular User	To be determined.
Authorisation Parameters	To be determined
Charging obligation	To be determined
Permanent change in classification	To be determined
Temporary change in classification	To be determined

#### 1.2.4 Operation when there are problems with the users of data

Section	Notes
Tag list(s)	To be determined
Charge Exceptions	In the event that there is a problem in reading the OBU in the lane then the Road user will be obliged to pay the toll by an acceptable alternative method.

#### 1.2.5 Procedures and service levels

Section	Notes
Standards & Specifications	To be determined
Frequency of updates	To be determined
Accuracy	To be determined
Operational Availability Performance	To be determined
Other KPIs	To be determined
Service Level Penalties	To be determined
Dispute Procedure	To be determined

#### Invoicing & Payment

Section	Notes
Toll Charge Invoicing Service Provider	To be determined
Service Provider paying Toll Charger	To be determined
Service Provider invoicing Toll Charger	To be determined
Toll Charger paying Service Provider	To be determined

#### 1.2.6 Procedure for agreeing a contract

Section	Notes
Initiation the contract process	To be determined
Commercial Conditions	To be determined

### 1.3 Technical requirements

#### 1.3.1 White, black and grey lists

The mandatory content, schedule and update frequency for User lists is yet to be determined.

#### 1.3.2 Vehicle classification

Detailed requirements to be determined.

#### 1.3.3 Toll declaraion

To be determined.

#### 1.3.4 Other requirements

Details to be determined.

# DIRECTROUTE – FERMOY TOLL DOMAIN STATEMENT

## 1.1 General information

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This toll domain statement does not constitute an offer to enter into an agreement.

### 1.1.1 DirectRoute (Limerick) Limited

DirectRoute (Limerick) Limited is an incorporated Irish company that was awarded the concession contract to design, build, finance, operate and maintain the Limerick Tunnel PPP Road Scheme.

### 1.1.2 Interoperable Electronic Tolling Collection in Ireland

DirectRoute (Limerick) Limited has supported Transport Infrastructure Ireland (TII) in actively promoting electronic toll collection on all Irish toll roads and full national interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. The Limerick Tunnel PPP Road Scheme is one of the nine toll roads which have been funded using Public Private Partnerships. DirectRoute (Limerick) Limited maintains and operates the associated tolling facilities. All DirectRoute (Limerick) Limited toll facilities incorporate electronic toll collection as a means of toll payment and accept all interoperable tags in the Irish market.

For further information on interoperability terms and conditions please contact:

Transport Infrastructure Ireland  
Parkgate Business Centre,  
Parkgate Street,  
Dublin 8,  
D08 DK10,  
Ireland



# TollDomain Statement – Celtic Roads Group Waterford Limited

## 1.1 General information

Celtic Roads Group Waterford (CRGW) is a limited company registered in Ireland.

The content of this document is for general guidance to EETS providers. This document does not represent an offer to enter an agreement.

### 1.1.1 Interoperable Electronic Tolling Collection in Ireland

CRGW is part of the national interoperable ETC facilities promoted by Transport Infrastructure Ireland (TII). There are currently ten toll roads on the national network and one on the local network. Nine of these toll roads have been funded using Public Private Partnerships and the associated tolling facilities are maintained and operated by the PPP concessionaires. Interoperable ETC services arrangements are governed by a suite of agreements between the industry participants including TII, concessionaires, tag providers and others.

### 1.1.2 Geography subject to the toll of charge

Section	Notes
The legal basis by which a toll/charge can be levied by the scheme	Bye-Laws for the N25 Waterford Bypass made pursuant to the Roads Act 1993 (as amended).
The overall area to which the Scheme applies	N25 Slieverue roundabout and Carrick Road roundabout.
Charged roads/infrastructure	Tolls are charged for journeys in both the north and south bound directions between junctions J30 and J50 on the N25.

### 1.1.3 Nature of toll or charge

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiation between hours of the day or between weekdays & weekends.
Summary of how the charge is calculated	The toll rates applied are approved by the National Roads Authority in accordance with the Bye-Laws and the relevant PPP contract provisions.

### 1.1.4 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	All vehicles except those seven (5) categories explicitly specified below.
Classes of Vehicles & Users exempt from tolls:	<ol style="list-style-type: none"><li>1. Ambulances and Fire Brigade Vehicles.</li><li>2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.</li><li>3. Vehicles bearing the appropriate livery used by the staff of Waterford County and City Council or Kilkenny County Council in the performance of their duties.</li><li>4. Vehicles used by the Concessionaire in the performance of duties in relation to the N25 PPP Scheme.</li><li>5. Specially adapted vehicles driven by disabled persons.</li></ol>

### 1.1.5 Procedure where payment is not made

Section	Notes
Time limit for compliance	All tolls must be paid at the time of passage through the toll plaza. Payment can be made using one of the authorised methods of payment.
Penalty charge of fine levels	Penalties or fines may be applied at the discretion CRGW.
Penalty Charge or fine processes	Details of the fine and penalty charge process will be provided by the company as required.
Channels & Payment means for penalty charges of fines	Details will be provided by the company as required.

## 1.2 Details of EETS Payment Methods

This section sets out more detail on the different payment methods available for Service Providers whose Users use the CRGW domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	Authorized on board units which fulfil the necessary conditions, both commercial and technical for acceptance at the CRGW plaza can activate the barriers in lanes to enable further progress of the Users journey.
Standard Road User charges payable	As per following table:

## Pricing table – Prices valid from 1<sup>st</sup> January 2014

Vehicle type	Class	Toll Fee
<b>Motorcycles</b>	Class 1	€1.00
<b>Motor Cars</b>	Class 2	€1.90
<b>Buses or coaches</b> (seating more than 8 passengers)	Class 3	€3.30
<b>Light goods vehicles</b> (with a design gross vehicle weight not exceeding 3,500 kilograms)	Class 4	€3.30
<b>Goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles)	Class 5	€4.70
And <b>Tractor units for articulated vehicles</b>		
<b>Heavy goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles)	Class 6	€6.00

Discounted charges (if any) – There are no discounts in respect of ETC transactions.

Toll Context Data – Toll Context Data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs & Signals	Relevant and instructive signage is present on the approaches to the plazas.
Additional Information	Additional information can be obtained by contacting CRGW
Charge Collection fee offered by Toll Charger to EETS Provider	To be specified in bilateral agreement between Toll Charger and Service provider.

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be specified in bilateral agreement between Toll Charger and Service provider.
Bank Guarantees or equivalents	To be specified in bilateral agreement between Toll Charger and Service provider.
Information on a particular User	To be determined.
Authorisation Parameters	To be determined
Charging obligation	To be determined
Permanent change in classification	To be determined
Temporary change in classification	To be determined

## Pricing table – Prices valid from 1<sup>st</sup> January 2014

Section	Notes
Tag list(s)	To be determined
Charge Exceptions	In the event that there is a problem in reading the OBU in the lane then the Road User will be obliged to pay the toll by an acceptable alternative method.

### 1.2.5 Procedures and service levels

Section	Notes
Standards & Specifications	To be determined
Frequency of updates	To be determined
Accuracy	To be determined
Operational Availability Performance	To be determined
Other KPIs	To be determined
Service Level Penalties	To be determined
Dispute Procedure	To be determined

### Invoicing & Payment

Section	Notes
Toll Charge Invoicing Service Provider	To be determined
Service Provider paying Toll Charger	To be determined
Service Provider invoicing Toll Charger	To be determined
Toll Charger paying Service Provider	To be determined

### 1.2.6 Procedure for agreeing a contract

Section	Notes
Initiation the contract process	To be determined
Commercial Conditions	To be determined

## 13 Technical requirements

### 1.3.1 White, black and grey lists

The mandatory content, schedule and update frequency for User lists is yet to be determined.

### 1.3.2 Vehicle classification

Detailed requirements to be determined.

### 1.3.3 Toll declaration

To be determined.

## **Pricing table – Prices valid from 1<sup>st</sup> January 2014**

### **1.3.4 Other requirements**

Details to be determined.

## 1.1 General information

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This toll domain statement does not constitute an offer to enter into an agreement.

### 1.1.1 Eurolink Motorway Operations (M3) Limited

Eurolink Motorway Operations (M3) Limited ("Eurolink M3") is an incorporated Irish company that was awarded the concession contract to design, build, finance, operate and maintain the M3 Clonee to North of Kells Motorway.

### 1.1.2 Interoperable Electronic Tolling Collection in Ireland

Eurolink M3 have supported the National Roads Authority (NRA) in actively promoting electronic toll collection on all Irish toll roads and full national interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. Eurolink M3 is one of the nine toll roads which have been funded using Public Private Partnerships. Eurolink M3 maintains and operates the associated tolling facilities. All Eurolink M3's toll facilities incorporate electronic toll collection as a means of toll payment and accept all interoperable tags in the Irish market.

For further information on interoperability terms and conditions please contact:

National Roads Authority  
St Martin's House  
Waterloo Road  
Dublin 4  
Ireland

**1.1.3 Geography subject to the toll or charge**

Section	Notes
The legal basis by which a toll/charge can be levied by the Scheme	Toll Bye-Laws for the M3 Clonee to Kells Motorway made under the Roads Act, 1993 as amended. The Bye-Laws are made pursuant to section 61 of the Roads Act, 1993 as amended. <a href="http://www.nra.ie/GeneralTollingInformation/StatutoryNotices/">http://www.nra.ie/GeneralTollingInformation/StatutoryNotices/</a>
The overall area to which the Scheme applies	<p>The toll is levied on vehicles using the M3 Clonee to Kells Motorway. The scheme begins at the end of the existing Clonee By-Pass (on the existing National Primary N3 / R147), from where it extends for 50 kms to North of Kells where it connects with the existing N3 and the existing N52.</p> <p>The project runs parallel to the existing N3 / R147 with frequent connections to the local network; along the M3 motorway there are a total of 7 junctions (grade separated interchanges) at the following locations: Pace (near Dunboyne), Dunshaughlin, Blundelstown, Kilcarn and Athboy (South and North of Navan), Kilmainham and Kells.</p>
Charged roads / infrastructure	Tolls are collected Northbound and Southbound at the Blackbull Toll Plaza and Grange Toll Plaza.

**1.1.4 Nature of toll or charge**

Section	Notes
Charging days	All days of the year are tolled.
Charging hours	The same toll rates apply throughout the whole day without any differentiations between different hours of the day or between weekdays and weekends.
Type of Charge	A point charge for driving through a toll plaza.

## 1.1.5 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	<p>All vehicles except those five (5) categories explicitly specified below.</p> <p>Refer to the Toll Bye-Laws for the M3 Clonee to Kells Motorway made under the Roads Act, 1993 as amended.</p>
Classes of Vehicles and Users exempt from tolls:	<ol style="list-style-type: none"> <li>1. Ambulances and Fire Brigade Vehicles.</li> <li>2. Vehicles used by members of the Garda Síochána or Defence Forces in the performance of their duties as such members.</li> <li>3. Meath County Council and the NRA Vehicles used bearing the livery of the Council and being used in the performance of the functions and duties of the Council.</li> <li>4. Vehicles used by Eurolink M3, in the performance of duties in relation to the Toll Road.</li> <li>5. Specially adapted vehicles driven by disabled persons.</li> </ol>

## 1.1.6 Procedure where payment is not made

Section	Notes
Time limit for compliance	Tolls must be paid at the time of crossing at the Toll Plaza or by pre-payment using an authorised pre-payment card.
Penalty charge or fine levels	At the discretion of Eurolink M3 penalty charges or fines may be applied. Eurolink M3 will publish details of penalty and fines charged.
Penalty charge or fine processes	Will be pursued through the Courts as necessary.
Channels and payment means for penalty charges or fines	Offenders may be pursued through the Courts as necessary.



## 1.2 Details of interoperable payment methods

This section sets out in more detail the different payment methods available for Service Providers whose Users use the Toll Charger's domain.

### 1.2.1 General definition of the payment method

Section	Notes
Description of payment method	<ul style="list-style-type: none"> <li>□ M3 Clonee to Kells Motorway is a toll barrier scheme that uses beacons for its electronic charging system. The charge is applied when various vehicles enter the Blackbull and Grange Toll plazas.</li> <li>➤ The charge process is initiated by the scheme operator following a successful "read" of an on-board unit.</li> <li>□ The M3 Clonee to Kells Motorway is a toll barrier scheme, payment by alternative means (e.g. cash) may be demanded if an on-board unit is not successfully read or if the payment guarantee was invalid.</li> </ul>
Standard Road User charges payable	As per the below table:

**Pricing table – Prices valid from 1st January 2014**

Vehicle type	Class	ETC Tag registered
<b>Motorcycles</b>	Class 1	€0.70
<b>Motor Cars</b>	Class 2	€1.40
<b>Buses or coaches</b> (seating more than 8 passengers)	Class 3	€2.20
<b>Light goods vehicles</b> (with a design gross vehicle weight not exceeding 3,500 kilograms)	Class 4	€2.20
<b>Goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles) And <b>Tractor units for articulated vehicles</b>	Class 5	€2.90
<b>Heavy goods vehicles</b> (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles)	Class 6	€3.50

Discounted charges (if any)	A discount of 10% of the prevailing toll charge applies in respect of using a pre-payment card for 20 journeys or multiples of 20 journeys on the Toll Road.  Refer to: Toll Bye-Laws for the M3 Clonee to Kells Motorway made under the Roads Act, 1993 as amended
Toll Context Data	Toll Context data will be supplied by the Service Provider through the tag read and shared lists (Black list/White list)

### 1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs and signals	Currently signage on approach to Blackbull and Grange Plaza indicate toll rates by vehicle class.
Additional information	Please refer to: <a href="http://www.eurolink-m3.ie/">http://www.eurolink-m3.ie/</a>
Charge collection fee offered by Toll Charger to EETS Provider	To be determined

### 1.2.3 Requirements to be met by Service Providers

Section	Notes
Access fee levied by Toll Charger on Service Provider	To be determined
Bank Guarantees or equivalents	To be determined
Information on a particular User	To be determined
Authorisation parameters	To be determined
Charging obligation	To be determined
Permanent change in classification	To be determined
Temporary change in classification	To be determined

**1.2.4 Operation when there are problems with Users or data**

Section	Notes
Tag list(s)	To be determined.
Charge Exceptions	In the event that there is a problem in reading the on board unit in the lane, alternative means of payment are required.

**1.2.5 Procedures and service levels**

Section	Notes
Standards and specifications	To be determined.
Frequency of updates	To be determined.
Accuracy	To be determined.
Operational availability performance	To be determined.
Other KPIs	To be determined.
Service level penalties	To be determined.
Dispute procedure	To be determined.

**1.2.6 Invoicing and payment**

Section	Notes
Toll Charger invoicing Service Provider	To be determined.
Service Provider paying Toll Charger	To be determined.
Service Provider invoicing Toll Charger	To be determined.
Toll Charger paying Service Provider	To be determined.

**1.2.7 Procedure for agreeing a contract**

Section	Notes
Initiating the contract process	To be determined.
Commercial conditions	To be determined.

# DIRECTROUTE – LIMERICK TOLL DOMAIN STATEMENT

## 1.1 General information

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This toll domain statement does not constitute an offer to enter into an agreement.

### 1.1.1 DirectRoute (Limerick) Limited

DirectRoute (Limerick) Limited is an incorporated Irish company that was awarded the concession contract to design, build, finance, operate and maintain the Limerick Tunnel PPP Road Scheme.

### 1.1.2 Interoperable Electronic Tolling Collection in Ireland

DirectRoute (Limerick) Limited has supported Transport Infrastructure Ireland (TII) in actively promoting electronic toll collection on all Irish toll roads and full national interoperability for all ETC users across that network. This proactive approach has benefitted Irish road users by improving traffic flows, reducing congestion and improving road safety across the national road network.

There are currently ten toll roads on the national network and one on the local network. The Limerick Tunnel PPP Road Scheme is one of the nine toll roads which have been funded using Public Private Partnerships. DirectRoute (Limerick) Limited maintains and operates the associated tolling facilities. All DirectRoute (Limerick) Limited toll facilities incorporate electronic toll collection as a means of toll payment and accept all interoperable tags in the Irish market.

For further information on interoperability terms and conditions please contact:

Transport Infrastructure Ireland  
Parkgate Business Centre,  
Parkgate Street,  
Dublin 8,  
D08 DK10,  
Ireland,