

mýto



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Toll Challenges in Slovakia

Narodna dialnicna spolocnost
Toll Office Section
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Overview

■ National Toll System and eVignette System

- current National Toll System and eVignette System operation
- new National Toll System
- other open Challenges in Tolling

■ EETS

- design of EETS legislation and Toll Domain Statement
- design, development and building of the EETS interface
- EETS Providers accreditation

National Toll System and eVignette System

National Toll System operation

- **start of the operation** January 2010
- **tolled vehicles** heavy lorries and buses with total weight over 3,5 t
- **tolled road network** motorways, 1st class roads
- **payment method** pre-pay (credit), post-pay (invoice), fleet cards
- **technology** satellite (GNSS - Global Navigation Satellite System)
 - vehicle position on tolled network
 - mobile (GSM - Global System for Mobile Communications)
 - data transfer between OBU and central system
 - short-range (DSRC - Dedicated Short-Range Communication)
 - control system (fixed-gantries, mobile-vehicles)

National Toll System and eVignette System

National Toll System operation

■ tolled road network (2022)	motorways	820 km
	1st class roads	1 643 km
		2 463 km
■ number of OBU in operation (2022)		302 513
■ daily average of active vehicles (2022)		37 487
■ number of km driven (2022)		1 828 470 000
■ total Toll (EUR without VAT and discount) (2022)		240 704 406 €
■ toll proportion by countries (2022)	Slovakia	50,43 %
	Poland	19,84 %
	Czech Republic	7,11 %
	Hungary	5,50 %
	Ukraine	1,31 %
	Austria	0.39 %
	others	15,42 %

National Toll System and eVignette System

eVignette System operation

- **start of the operation** December 2015
- **tolled vehicles** personal vehicles and light lorries with total weight up to 3,5 t
- **tolled roads** motorways
- **eVignette types** 10 days, 30 days, year, 365 days
- **payment methods** bank card, bank transfer, cash (mobile app, point of sale, web portal)
- **technology** electronic eVignette payment evidence
static and mobile enforcement

National Toll System and eVignette System

eVignette System operation

■ tolled road network (2022)	motorways	766 km
■ number of customers (2022)	10 days	2 594 529
	30 days	617 101
	year	365 577
	365 days	1 070 982
■ total eVignette revenues (EUR without VAT) (2022)		88 674 794
■ eVignette revenues (proportion) by countries (2022)	Slovakia	70,99 %
	Czech Republic	9,96 %
	Poland	4,40 %
	Austria	2,30 %
	Hungary	2,10 %
	Ukraine	0,64 %
	others	9,61 %

National Toll System

new Toll System implementation

- **new Toll System**

- start of public procurement 12/2020
- end of public procurement 09/2023
- signing the contract with the winner 10/2023
- design, development and building phase 10/2023
- start of operation **12/2024**

- **specifics**

- current Toll collection service divided into 2 services – Main system (only as a technology delivery with operation under Toll charger) and Customer services

Other open Challenges in Tolling

- Integration risks
- Enforcement development
- New provider of eVignette System
- EURO-Vignette implementation

EETS

design of EETS legislation and Toll Domain Statement

Incorporation of requirements of EU directives into national Toll Collection Act	continuously
Creation of Toll Domain Statement documentation	Q2 2022
Design of EETS Contract terms and conditions including remuneration	Q2 2022
Approval of Toll Domain Statement and EETS Contract conditions across the financial state apparatus	Q3 2022
Publication on central information website of Toll Charger	Q3 2022

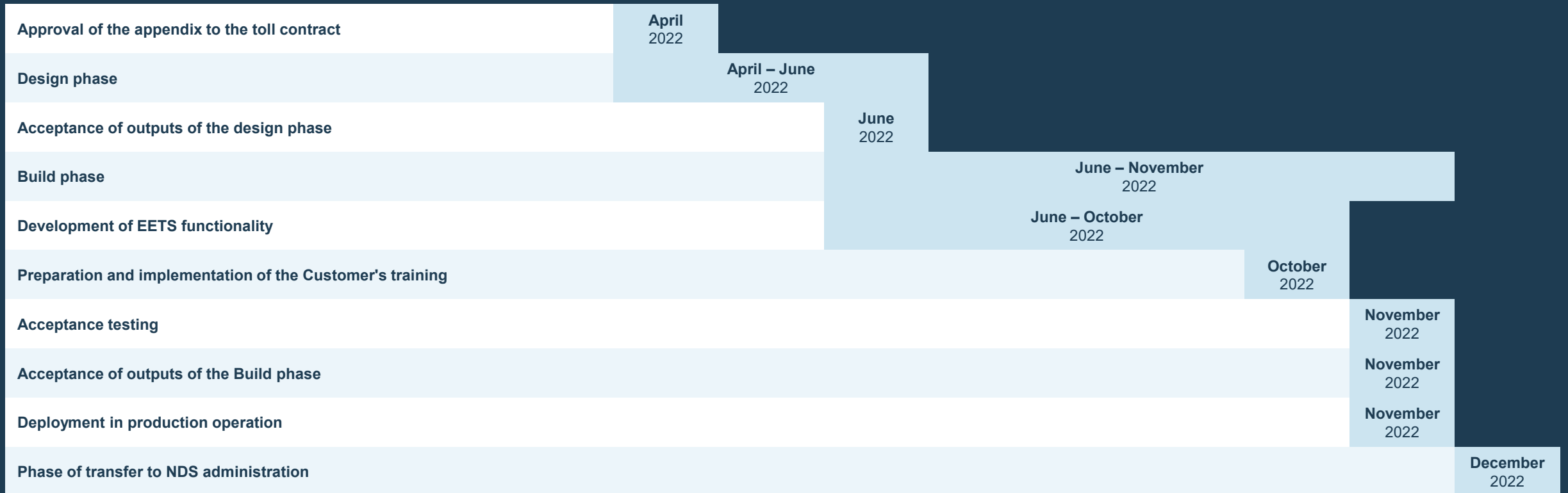
Lessons learned

design of EETS legislation and Toll Domain Statement

- extensive work between general EU requirements and setup of particular EETS Contract conditions
- challenging setup of transparent remuneration for a long period in case of changes in the costs of the National Provider Service
- extensive work within the approval of general EETS conditions with state apparatus
- specialized translation needed to maintain integrity and composure

EETS

design, development and building of the EETS interface



Lessons learned

Design, development and building of the EETS interface

- Stable legislation before start of design of EETS interface needed
- Problematic additional changes (e.g. toll discounts, externalities, etc.)
- Challenging setting up of multiple parallel interfaces with several parties at once (enforcement, geomodel, billing, DWH etc.)

EETS

current status of EETS Providers accreditation

Toll Service Provider (TSP)	Registration	Request accepted	Future contract agreement	Testing	Accreditation
Telepass S.p.A*	OK (IT)	YES	SIGNED	IN PROGRESS	NOT ACCREDITED
Toll4Europe GmbH*	OK (GER)	YES	SIGNED	IN PROGRESS	NOT ACCREDITED
ITIS Holding a.s.**					
W.A.G. Payment Solutions a.g.*	OK (CZ)	YES	SIGNED	NOT YET	NOT ACCREDITED

* published with approval from TSP

** TSP does not approve publishing

Lessons learned

EETS providers accreditation

- intensive technical dialog in foreign language
- flexible and fast legal paperwork, approvals, signatures etc.
- clear and transparent conditions of testing strategy in case of multiple applicants at once
 - in Slovakia, we offer parallel testing of 2 EETS Providers
- clear financial and procedural conditions for repeated milestones
 - in case of repeating of technical concept review, testing, pilot, etc.
- flexible but transparent modifications of contractual documentation
 - in case of relevant comments from EETS Providers
- currently in Slovakia - creation of organizational structure, building and training of personnel
 - due to switching the operation of Toll System from the model service to own hands

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Thank you for your
attention.

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