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**ASECAP Think Tank 2010**

# The challenges of implementing EETS in the UK

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# Which schemes are caught?

- Dartford Crossing
- Severn Bridge
- M6 Toll Motorway

# How did we decide?

## **Small, strictly local schemes ....**

- All UK schemes are small by European standards – no networks and M6 Toll is a relatively short stretch of motorway running parallel to the free network.
- Of our schemes only the Dartford Crossing has a significant quantity of international traffic
- The three schemes within the scope of the Directive are on the TEN-T network so not possible to describe them as “local”
- London Congestion Charge uses number-plate recognition and therefore is not an electronic scheme under the terms of the Directive.

# How did we decide?

## ... where the costs of compliance are disproportionate to the benefits

- Costs and benefits for whom? Actors in the CESARE model? Need to reflect costs and benefits for *all* parties in EETS, which are likely to change over time.
- And how can costs be assessed in the absence of performance specifications?
- Important to understand the impacts for any scheme on EETS interoperability management – would the adherence of a particular scheme cause problems for EETS as a whole?
- What is disproportionate?

# Toll Domain Statements

- EETS toll domain statements for the three undertakings published at the same time as our register
- These are living documents which will need to be developed over time
- Need for consistency – Stockholm Group has been working towards a consistent approach
- But cannot hide the fact that organisations are different, with different commercial imperatives and business models
- And difficult to complete in the absence of detailed performance specifications – risk and costs for undertakings lie in the detail

# So what are the challenges?

- What are we supposed to implement? No EETS specification or performance standards.
- CEN standards don't provide the answer – just some important clues
- Key commercial issues remain unresolved
- These uncertainties significantly increase the risks and costs for the undertakings, leading to the risk of gold plating and hence undermining the business case for the service.
- But time is running out
- Only a second decision can clarify these key issues.



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<http://www.dft.gov.uk/pgr/roads/statutorytolled/eets-register/>