

Toll Domain Statement

East-Link 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 East-Link Toll Scheme Limited

East-Link Toll Scheme Limited is an incorporated Irish company that Operates the East-Link Toll Bridge .

1.3 Interoperable Electronic Tolling Collection in Ireland

East-Link Toll Scheme Limited has 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.

The East-Link 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:

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

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.nra.ie/GeneralTollingInformation/StatutoryNotices/>

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 East-Link Toll Scheme Limited 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 NRA 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 the East-Link Toll Scheme
As per the table below:

Pricing table – Prices valid from 1st January 2014

Vehicle type Class

Motorcycles: Free

Motor Cars: €1.75

Buses or coaches: (seating more than 8 passengers) €2.60

Light goods vehicles: (with a design gross vehicle weight not exceeding 3,500 kilograms)
€2.60

Goods vehicles: (with a design gross vehicle weight exceeding 3,500 kilograms and having 2 axles): €3.50

Goods vehicles (with a design gross vehicle weight exceeding 3,500 kilograms and having 3 axles): €4.30

Heavy goods vehicles (with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles): €5.20

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.nra.ie/GeneralTollingInformation/StatutoryNotices/>

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.