

ASECAP Think Tank 2009

## "The toll chargers: the concessionaires' perspective"

### SPAIN

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ASETA

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- Operating in 30/31 concessionaires
- ETC Network of 3,331 km
- Used in toll roads and parking slots
- For light and heavy vehicles
- Number of OBUs distributed near 1.6 M
- Near 17.5 M monthly transits with VIA T
- Ratio: 34.3% (29.4% cash y 36.3% cards)
- Number of EFC lanes: 1,800

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VIA-T BUSINESS MODEL

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### Banks (Financial model)

- MoU among TCs and 3 PMC
- Automatically accepted when they belong to one of them (same circuit than bank cards)

TC (30) | PMC (3) | Banks (153)

### Petrol companies (bilateral agreements model)

- Sign bilateral agreements with all TCs (30)
- Sign MoU (technical and operational rule)

- Also operating indirectly (Acquirer)

INTEROPERABILITY PROJECTS

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### SPAIN – FRANCE

ACESA - ASF	
TC	FRANCE
SPAIN	ASF (Partially)
EP	Ressa Servisa FDI

Bi-EID OBU	
TC	FRANCE
SPAIN	All
EP	Ressa Servisa FDI

### SPAIN – PORTUGAL

AUDASA - BRISA	
TC	Portugal
SPAIN	Brisa (Partially)
EP	Ressa Caixanova

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STEPS TOWARDS EETS

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### TECHNICAL

- Adapt RSE
  - VIA-T Transaction + EN 15509 Transaction. In RCI: EN 15509 transaction longer than VIA-T transaction (2 Get\_Stamped)
- Equipment certification
  - OBU validation in our toll domains
  - Validation of TC systems

### ORGANISATIONAL

- Information for the registration
- Toll Domain Statement elaboration
- Agreements with EP

### OPERATIONAL

- Update the system with data of new EP admitted (BIN, black lists, keys...)
- Inform toll collectors about how to manage possible incidences or degraded mode cases

### COMMUNICATION

- Signalisation / information to the user
- Web updating (EP accepted...)

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