

# M50 EETS Domain Statement

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## Document History Log

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## Contents

Document History Log .....	i
1. General Introduction .....	1
1.1 Introduction .....	1
1.2 Glossary .....	2
1.3 Interoperable Electronic Tolling Collection in Ireland .....	4
1.3.1 Background .....	4
1.3.2 Contractual Framework .....	6
1.3.3 Technical Interface .....	6
2. M50 EETS Domain .....	8
2.1 Location .....	8
2.2 Nature of M50 Toll .....	8
2.3 Standard toll payable .....	9
2.4 Eligibility and exemptions .....	9
2.5 Toll Transaction Policy .....	9
2.5.1 General description of the transaction creation .....	9
2.5.2 Compliance and Enforcement .....	11
2.5.3 White Lists and Black Lists .....	11
2.5.4 Toll Declaration .....	12
2.6 The main service provider .....	12
2.7 Standards, Service Level Agreements and Dispute Procedures .....	12
3. Commercial and Operational Requirements for EETS Providers .....	13
3.1 Governance .....	13
3.2 Commercial Conditions and Payments .....	13
3.2.1 Charges and Payments .....	14
3.2.2 Toll payments .....	14
3.3 Technical Requirement to be met by EPs .....	15
3.3.1 Interface requirements .....	15
3.3.2 Performance and KPIs .....	15
4. Accreditation Process for a new EETS Provider .....	15
4.1 Application to be accredited .....	16
4.2 Accreditation Agreement .....	17
4.3 Technical Accreditation Tests and Certification .....	17
4.4 Contractual Arrangements .....	17
4.4.1 Deed of Adherence to the IFA .....	17

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4.4.2 Toll Collection Agreement .....	17
4.5 Commencement of Services.....	18
5. Accreditation for other EETS Domains within Ireland.....	18
A.1 Appendix 1 – EETS Provider Technical Accreditation Procedure .....	19

## Figures

Figure 1: Map of toll roads in Ireland .....	5
Figure 2: Location of M50.....	8
Figure 3: Process for Candidate EETS Provider .....	16

## Tables

Table 1 Interoperability contracts .....	6
Table 2 M50 charging scheme.....	8
Table 3 Procedure when payment not made.....	11
Table 4 Procedures and Service Levels.....	12
Table 5 Summary of payments required of EPs .....	14

# 1. General Introduction

## 1.1 Introduction

This document is intended mainly for European Electronic Toll Service (“**EETS**”) providers (“**EETS Providers**”) in the context of 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 (the “**EETS Directive**”).

The EETS Directive was transposed into Irish law on 13 April 2023 by the European Union (Interoperability of Electronic Road Toll Systems) Regulations 2023 (the “**EETS Regulations**”).

The purpose of this EETS Domain Statement is to set out the general conditions for EETS Providers for accessing the M50 EETS domain.

Transport Infrastructure Ireland (“**TII**”) is the Toll Charger for the M50 EETS domain to which this EETS Domain Statement applies.

This EETS Domain Statement does not constitute an offer to enter into an agreement. TII reserves the right to make changes to the requirements listed below at any time.

TII may be contacted at:

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

If an EETS Provider wishes to provide services on the M50 EETS domain, it must follow the process set out in Section 4 of this document. This includes signing an Accreditation Agreement with the Toll Charger, which sets out the commercial conditions that apply during the accreditation process. The accreditation tests that the EETS Provider must undergo are set out in the EETS Provider Technical Accreditation Procedure (see Appendix A.1 to this EETS Domain Statement).

The national Conciliation Body for disputes regarding the EETS service in Ireland is:

The National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20.

## 1.2 Glossary

Term or Abbreviation	Definition
Accreditation Agreement	This agreement sets out the terms and conditions which apply during the accreditation process for a new EP applying to provide EETS to the M50 EETS domain.
Accreditation Certificate	Certificate issued by a TC to an EETS Provider indicating that the requirements of the EETS Provider Technical Accreditation Procedure have been met.
ANPR	Automatic Number Plate Recognition.
AVC	Automatic Vehicle Classification.
Black List	List of vehicles and OBUs assigned to a TSP or EP where the associated account is no longer valid, and the TSP or EP will not be liable for payment of the toll. The Black List is provided by the EP or TSP to the IMP.
CCEI	Consolidated Charging and Enforcement Information. This is a file generated by the IMP that contains toll transactions of vehicles on the TSP's White List across each toll point in Ireland during the relevant period of time based on the CEI files issued by each TC. The CCEI file is unique to each TSP or EP and is issued by the IMP to the TSP or EP. This is equivalent to the Billing Details, as defined in the EFC standards.
CEI File	Charging and Enforcement Information file. This file includes relevant details of toll transactions completed by vehicles on each accredited TSP's or EP's ETC White List at the TC's toll point within a specified period of time. It is a single file generated by the TC that contains transactions of all accredited TSPs or EPs and is issued to the IMP for consolidation. This is equivalent to the Toll Declaration, as defined in the EFC standards.
Calendar Settlement Statement (CSS)	Settlement Statement for tolls completed during a calendar month.
Candidate EETS Provider ("CEP")	A Candidate EETS Provider is an entity that has registered its interest in providing EETS in Ireland and is yet to complete the accreditation process.
Conciliation Body	The conciliation body is a designated entity responsible for facilitating mediation between Toll Chargers with an EETS domain located within its territory and EETS Providers that have contracts or are in contractual negotiations with those Toll Chargers. For the purposes of the EETS Regulations and the EETS Directive in Ireland, the National Transport Authority is the designated Conciliation Body.
Consolidated Black List	List produced by the IMP containing the Black List data from all TSPs and EPs.
Consolidated White List	List produced by the IMP containing the White List data from all TSPs and EPs.
DCC	Dublin City Council
DSRC	Dedicated Short Range Communication.
Disability Toll Exemption Scheme ("DTES")	DTES was set up by TII in 2019 to make disability modified vehicles exempt from tolling charges on Irish toll roads.
EETS Directive	(EU) Directive 2019/520 of the European Parliament.
EETS Domain	A road section or item of road infrastructure where some classes of vehicles are required to pay a toll to use it.
EETS Domain Statement	A statement required for every EETS Domain under the EETS Regulations

Term or Abbreviation	Definition
EETS Provider (“EP”)	The EETS Provider is an entity registered with their national government as an EETS Provider which allows their registered users to pay for toll services on EETS toll domains through their accounts. The EETS Provider may only offer EETS in a EETS domain after successfully completing the accreditation process and agreeing commercial arrangements with the Toll Charger.
EETS Provider Technical Accreditation Procedure	This document (a copy of which is appended to this M50 EETS Domain Statement) sets out the technical requirements and tests for accreditation of an EETS Provider.
EETS user	A person who has a contract with an EETS Provider in order to have access to the EETS.
Electronic Toll Collection (“ETC”)	This involves the electronic detection of the passage of a vehicle using detection equipment at the toll point and a device mounted in the vehicle or other means of uniquely identifying the vehicle such as the licence plate.
ETC Service User	Road users who have registered for an account with a TSP.
Free-Flow Tolling (“FFT”)	Tolling without barriers.
Interoperability Framework Agreement (“IFA”)	The Interoperability Framework Agreement is a multi-lateral agreement between TCs, TSPs or EPs and the IMP. This agreement sets out the technical, operational and contractual rules and requirements to which parties who wish to avail of the IMP service are required to adhere.
Interoperability Management Platform (“IMP”)	The platform responsible for receipt of White and Black List files from TSPs and of CEI files from TCs and for generating and issuing the Consolidated list files and CEI files to TCs and TSPs and for creating and issuing settlement statements.
IMP Operator	The operator of the IMP, which is currently Indra Sistemas S.A..
KPI	Key Performance Indicator.
LPN	License Plate Number.
National Vehicle and Driver File (“NVDF”)	The National Vehicle and Driver File is the database of registered vehicles in Ireland.
On-Board Unit (“OBU”)	This refers to the hardware and software components to be used as part of the toll service which is installed in a vehicle in order to assist in the identification of the vehicle and related TSP or EP account.
PPP	Public Private Partnership.
Settlement Statement (“SS”)	A statement setting out the sum of all tolls payable by a TSP to a TC during the period of settlement (normally a month).
Toll Collection Agreement (“TCA”)	This document contains the commercial terms between TCs and TSPs or EPs, including collection fee, responsibilities of respective parties, and arrangements for the administration and settlement of payments between TCs and EPs and required service levels and KPIs.
TII	Transport infrastructure Ireland.
Toll charger (“TC”)	The Toll Charger is a public or private entity which levies tolls for the circulation of vehicles in a Toll or EETS domain.
Toll Context Data	Information provided by the TC on the scope of the charge, and the tariff applicable on the Toll or EETS Domain.
Toll	This is the fee which must be paid by the road user for circulating on a given road, a road network, a structure, such as a bridge or a tunnel, or a ferry

Term or Abbreviation	Definition
Toll Service Provider (“TSP”)	This is a legal entity providing toll services on one or more EETS domains for one or more class of vehicle. TSP is used to cover non-EETS Providers already accredited and providing services on Irish toll domains. In this document the term TSP is used to refer non-EETS TSPs which have already been accredited and are currently providing toll services on Irish toll domains.
Trust Objects	Security keys associated with the OBU.
White List	List of vehicles and OBUs of valid account holders issued by an EP or TSP to the IMP.

## 1.3 Interoperable Electronic Tolling Collection in Ireland

### 1.3.1 Background

In conjunction with delivering a state-of-the art motorway network in Ireland, TII has supported ETC and full national interoperability for all ETC Service Users across that network.

There are currently ten toll roads on the national road network and one on the local road network. Eight of these toll roads have been funded using 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 TII. In addition, the East-Link bridge is operated by DCC. All toll facilities incorporate ETC as a means of toll payment.

The toll roads in Ireland are illustrated in the map below:

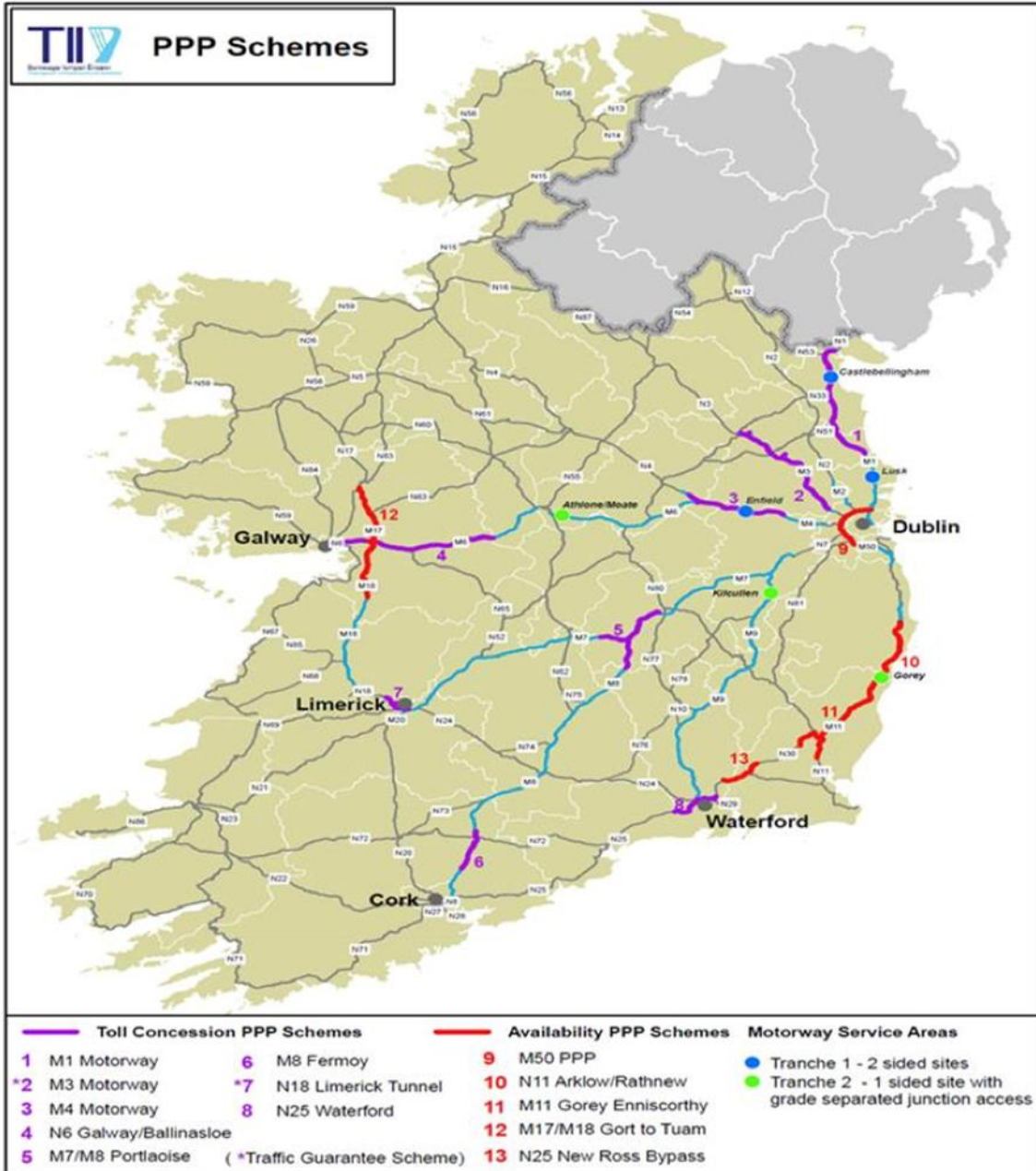


Figure 1: Map of toll roads in Ireland

TII established and continues to manage (as a procuring authority) the IMP as an interoperability hub to facilitate national interoperability. The IMP is operated under contract on behalf of TII by the IMP Operator.

The national interoperability stakeholders comprise:

- **TII:** TII provides the environment management structure through procuring the IMP and developing the contractual framework for tolling interoperability;
- **IMP Operator:** The IMP Operator provides the IMP on behalf of TII;
- **Toll Chargers:** Entities charged with operating the toll roads and authorised to collect tolls, including the PPP concessionaires, TII and DCC. These entities all accept ETC as a payment method on their facilities. It is to be noted that where the term TC is used in this EETS Domain Statement, this may be taken to mean TII;
- **Toll Service Providers:** The entities that operate and manage ETC Service User accounts, including the issuing of OBUs. In Ireland, these consist of PPP concessionaires, TII (via the eFlow brand) and two independent Toll Service Providers. In this document the term TSP is used to cover Non-EETS TSPs already accredited and providing services on Irish toll domains.
- **EETS Providers**

### 1.3.2 Contractual Framework

EETS Providers will be required to sign up to the following agreements in order to provide EETS services on the M50 toll domain:

**Table 1 Interoperability contracts**

<b>Accreditation Agreement</b>	This document sets out the obligations of the TC and EP during the accreditation process and is required at the start of the accreditation process.
<b>Interoperability Framework Agreement (IFA)</b>	The IFA sets out the operational and technical requirements to interface with the IMP and the contractual obligations to which Toll Chargers, Toll Service Providers and the IMP Operator must adhere and is required to be entered into by the EP before commencement of toll services on the toll domain by a TSP or EP.
<b>Toll Collection Agreement (TCA)</b>	The commercial agreement between each Toll Charger and the EETS Provider setting out commercial conditions, obligations and responsibilities, payments and charges. This is required to be in place before commencement of toll services on the toll domain by a TSP or EP.

### 1.3.3 Technical Interface

The vehicle to roadside interface on Irish toll roads is based on DSRC between a DSRC transponder or OBU mounted in a vehicle and a DSRC beacon positioned at the roadside at the toll point. The EN 15509 profile is supported on the M50 and all toll roads in Ireland.

The back office interface with the Toll Charger is carried out via the IMP, which acts as a clearing house for toll transactions between all Irish Toll Chargers and Toll Service Providers. As set out in further detail in the Technical Accreditation Procedure, the interface between EETS Providers and the IMP is based around ISO 12855:2022. The terminology used in the IMP is different to that set out in ISO 12855, and the table at section [3.2] in the Technical Accreditation Procedure lists the messages passed between the EETS Provider and the IMP, with the ISO 12855 terminology and the IMP terminology indicated.

It should be noted there are a number of transactions in ISO 12855:2022 that are not used. This includes:

- ‘Trust Objects’ – security keys are transferred physically to the IMP. Security keys are generated and transferred at a ceremony held by the IMP Operator. A USB drive with the key generation master excel program is provided by the current IMP Operator and the procedure will be outlined by them.

- ‘Toll Context Data’ – The tariff and hours of operation data is set out in this EETS Domain Statement (see section 2).
- ‘User Complaint’ (and ‘User Complaint Response’) – user complaints are dealt with through the [etoll.ie](http://etoll.ie) website where complaints can be logged by the EETS Provider, and a response from the associated TC can be viewed.

All Irish toll domains operate in a Toll Charger dominant mode, which means that the toll transaction is initiated by the Toll Charger detecting the vehicle on the road.

## 2. M50 EETS Domain

This section sets out further details in relation to the M50 EETS domain, including the Tolls that EETS Users have to pay to use the M50 toll domain, the applicable legislation and the applicable processes and procedures.

### 2.1 Location

Tolls are charged for travel by non-exempt vehicles on the M50 between junctions 6 and 7 (see location on map below) in accordance with the Bye-Laws for the M50 (between Junctions 6 and 7) made pursuant to the Roads Act 1993 (as amended) (available [here](#)) (“M50 Bye-Laws”).



Figure 2: Location of M50

### 2.2 Nature of M50 Toll

Table 2 M50 charging scheme.

Criterion	Applicable Requirement
Charging days	All days of the year are tolled.

Criterion	Applicable Requirement
Charging hours	The same toll rates apply throughout the whole day without any differentiation between different hours of the day or between weekdays and weekends.
Summary of how the charge is calculated	The M50 toll is a point charge based on vehicles passing through toll gantries. The toll rates applied are set by TII in accordance with the M50 Bye-laws. These stipulate the Base Tolls (as defined in the M50 Bye-Laws) which can be adjusted annually in light of changes in the Consumer Price Index (see further details in section 2.3 below).

## 2.3 Standard toll 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 the ETC Service User has an OBU and an associated account with a Toll Service Provider or whether the ETC Service User does not have an OBU but has registered as a video account customer.

The different applicable tolls can be found in the Statutory Notices for the M50 at <https://www.tii.ie/roads-tolling/tolling-information/statutory-notices/> or on the eFlow website at <https://www.eflow.ie>

In accordance with the M50 Bye-Laws, toll increases will be published in the media.

## 2.4 Eligibility and exemptions

All vehicles are subject to toll payment subject to the following categories of exempt vehicles (as set out in the second schedule of the M50 Bye-Laws):

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 by Fingal County Council.
6. Vehicles used by the operator of the M50, or any person appointed to operate and maintain the M50 Motorway, in the performance of duties in relation to the M50 Motorway.
7. Specially adapted vehicles driven by disabled persons approved under the DTES.

## 2.5 Toll Transaction Policy

### 2.5.1 General description of the transaction creation

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

- The M50 is a free-flow single point charge which uses a combination of DSRC beacons and ANPR cameras to capture the passage of vehicles. This equipment is mounted on a gantry structure that spans the road.

- A vehicle passing through the toll point is identified through the vehicle's LPN captured by the ANPR cameras, supplemented by the data from the vehicle's OBU, where the vehicle is equipped with one, captured by means of DSRC communication between the OBU and the DSRC beacons mounted on the gantry.
- Vehicles equipped with an OBU are classified using data from multiple sources to ensure correct classification. Vehicle classification is captured at the roadside by the AVC system and checked against the Consolidated ETC White List, previously confirmed transactions and, for Irish vehicles, checked against the classification of the vehicle as registered in the NVDF. Should it not be possible to automatically classify the vehicle through system checks, the transaction is reviewed manually by one of the TC's operators. Vehicles that are not registered within the Republic of Ireland follow the same classification process with the exception of check of the NVDF.
- Vehicles not equipped with an OBU follow the same process, noting that a check of the Consolidated ETC White List is carried out to determine if the vehicle LPN matches an LPN on the Consolidated ETC White List; if a match is confirmed, the vehicle will be processed as an ETC transaction and assigned to the TSP with whom the OBU is registered unless otherwise agreed between the TC and TSP in the TCA. If a match is not confirmed, the passage is treated as an unregistered passage and the ETC Service User will have to make an unregistered toll payment directly to eFlow.
- If an ETC Service User believes they have been charged incorrectly, the transaction may be disputed with their TSP/EP, who may, in turn, raise a dispute with the TC. The process for this is set out in the IFA (a copy of which is available to Candidate EPs after the Accreditation Agreement is in place). A dispute may be raised by the TSP/EP through the so-called member's area of the etoll.ie website. Further evidence (such as photographs of the vehicle) may be used to ensure the Service User is correctly charged.
- OBUs and Roadside Equipment (RSE) must be encoded with authentication and access keys provided by the TSP/EP and provided to the IMP who in turn shares them with the appropriate TCs, in order for the OBU data to be correctly and securely processed. See description of how the key data is obtained under "Trust Objects" in Section 1.3.3.
- Charging and Enforcement Information (CEI) files are generated upon passage of the vehicle through the toll point. The CEI files contain information regarding the vehicle passage required for the charging of a toll. The IMP will consolidate the CEI files from each interoperable TC and will create Consolidated CEI files for each TSP/EP, detailing all the transactions completed by each of its ETC Service Users/EETS Users on the different toll points.
- The IMP will generate settlement statements based on the charging information received, setting out the total amount of toll revenue that the TSP/EP owes the TC for the settlement period. The settlement period is to be agreed between the TC and TSP/EP and is, typically, monthly.
- TCs will issue invoices to the relevant TSP/EP on the basis of the IMP settlement statement less any service charges (toll collection fees) as documented in the TCA between each TC and TSP.
- Payment may be demanded from the ETC Service User by alternative means (i.e. treated as unregistered) should the OBU details: a) not appear on a valid Consolidated ETC White List, b) appear on the Consolidated ETC Black List, c) not be recognised by the toll system for reasons other than a) or b) above.
- In the event that the DSRC communication has failed, the licence plate number will be captured and, if it can be matched to a licence plate number on the Consolidated ETC White List and is

not on the Consolidated ETC Black List, the toll transaction can be processed in the same way as it is for an OBU transaction, as described above.

- Note that the M50 enables the creation and processing of toll transactions by licence plate, using the ANPR equipment. This is currently used for so-called video tolling, whereby eFlow customers only may register an account with eFlow without an OBU. Having identified the licence plate number, the toll transaction is assigned to the customer’s eFlow account directly, i.e., without being processed through the IMP. eFlow is the brand name for TII’s outsourced M50 tolling operation, currently provides by Turas.
- The IMP also has the capability to process transactions using licence plate only, applying the same process as described above for DSRC transactions but such interoperable ANPR (video) tolling is not currently being used in Ireland as other Irish toll domains do not support video tolling.

### 2.5.2 Compliance and Enforcement

The table below indicates the timeline for compliance, and the processes that apply should a road user liable for the toll not make a payment within the required timescale.

**Table 3 Procedure when payment not made.**

Criterion	Applicable Requirement
Time limit for compliance	Tolls for unregistered ETC Service Users must be paid by 20:00 the day after passage through the toll point.
Penalty charge or fine levels	Where the initial Toll payable is not paid before the expiry of the relevant payment period, the ETC Service User shall thereupon be liable to pay a penalty charge (the “ <b>Additional Default Toll</b> ”).  Where the Additional Default Toll payable is not paid before the expiry of the relevant payment period, the ETC Service User/EETS User shall thereupon be liable to pay an additional penalty charge (the “ <b>Final Default Toll</b> ”).  Details of the Toll’s applicable are contained in the M50 Bye-Laws which can be found on: <a href="https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/">https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/</a>
Penalty charge or fine processes	If a payment is not made for the Final Default Toll, an enforcement process is initiated. This process describes a timeline for escalating actions if a payment remains unpaid. This process can transfer to an enforcement service provider and can end in court proceedings. More details on this process can be found on: <a href="https://www.eflow.ie/faqs/penalties/">https://www.eflow.ie/faqs/penalties/</a>
Channels and payment means for penalty charges or fines	Once the enforcement process has been initiated, the ETC Service User needs to pay the Additional Default Toll applicable. Further details on channels and payment means for penalty charges or fines can be found on: <a href="https://www.eflow.ie/faqs/penalties/">https://www.eflow.ie/faqs/penalties/</a>

Note that the steps above apply to an individual ETC Service User/EETS User. Note also that the obligation for payment by an ETC Service User/EETS User who is a registered customer of a TSP/EP where a valid transaction above, has been completed, rests with the TSP/EP, as set out in the IFA and TCA.

### 2.5.3 White Lists and Black Lists

The EP is required to create ETC White Lists and ETC Black Lists to inform the IMP and TCs of the vehicles that are registered as their account holders, and their account status. The mandatory structure, content, schedule

and update frequency for both the ETC White and Black Lists according to the Irish national interoperability scheme are detailed in the technical accreditation procedure.

#### 2.5.4 Toll Declaration

The M50 TC will issue the toll declarations for ETC Service User/EETS User passages in batched files called Charging and Enforcement Information (CEI) files to the IMP according to the content and schedule detailed in the IFA and the technical accreditation procedure.

The IMP will extract all transactions specific to each EP and other TSPs from this file and consolidate these transactions with all other relevant transactions from other TCs. The IMP will send the Consolidated Charging and Enforcement Information (CCEI) file to each respective EP and TSP. The structure of the CCEI files is set out in the technical accreditation procedure.

## 2.6 The main service provider

There is no main service provider (as defined in the EETS Regulation) for the M50 EETS domain.

## 2.7 Standards, Service Level Agreements and Dispute Procedures

The procedures and requirements relevant to service levels to be achieved are set out in the documents listed under Table 4.

**Table 4 Procedures and Service Levels**

Criterion	Applicable Requirement
Standards and specifications	These are as set out in the EETS Provider Technical Accreditation Procedure (a copy of which is appended to this EETS Domain Statement) and the IFA (a copy of which can be obtained from TII after the initial application for accreditation is made).
Service Levels	The required service levels and KPIs are set out in the Toll Collection Agreement (TCA). See section 3.3.2 below for KPIs.  The IFA also sets out various requirements with respect to service levels to be achieved by TCs, TSPs or EPs and the IMP.

Criterion	Applicable Requirement
Dispute procedure	<p>A dispute resolution procedure relating to interoperability contractual and commercial matters 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/EP'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 of the dispute.</p> <p>The National Transport Authority of Ireland has been appointed pursuant to the EETS Regulations as the EETS National Conciliation Body for Ireland. The National Conciliation Body deals with disputes around access to the toll domain, fees and remuneration. Disputes on individual toll transactions are dealt with through the process set out in Section 2.5.1 above.</p> <p>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>

### 3. Commercial and Operational Requirements for EETS Providers

#### 3.1 Governance

- a) EETS Providers are required to have at least the following named key personnel during the operational period:
  - i. Operations Manager
  - ii. Finance Manager
  - iii. Customer Services Manager
- b) During the operational period, EPs shall provide contact points for day-to-day communications from TII and the IMP on customer queries, payment queries and service queries. These are likely to be at least monthly.
- c) During the operational period, EPs shall attend regular review meetings with TII, the IMP and other TCs as agreed in the TCA (i.e. Tolling Interoperability Working Group meeting). These are likely to be at least bi-monthly.
- d) EPs shall make it clear to their ETC Service Users that any questions or comments they may have should be directed to the EP's staff, and they should not attempt to contact the TC or IMP directly.

#### 3.2 Commercial Conditions and Payments

This section sets out the commercial conditions between the EETS Provider and the TC.

Before the EP actually starts providing toll services on the TC’s EETS Domain, the CEP must have:

- agreed and signed the Deed of Adherence to the IFA;
- executed a Toll Collection Agreement (TCA) with the TC setting out the main commercial terms, including the toll collection fee

### 3.2.1 Charges and Payments

The following table sets out the payments and charges relating to the EP offering their services on the M50 EETS domain. The intended level of these fees will be set out in the Accreditation Agreement and enshrined in IFA and the TCA to be entered into between TII and the EP.

It should be noted that if the CEP intends to provide services to more than one EETS domain in Ireland, the IMP integration fee and IMP fixed fee will only need to be paid for the first Irish EETS domain the CEP is accredited on.

**Table 5 Summary of payments required of EPs**

Payment	From	To	When due	Where set out
Accreditation Fee	EP	TII as TC	After signature of accreditation Agreement, and before accreditation testing commences	This is set out and agreed in the Accreditation Agreement.
Accreditation re-test fee	EP	TII as TC	Before the re-test of any tests failed during the accreditation	This is set out and agreed in the Accreditation Agreement.
IMP Fees – Integration Payment	EP	[TII as IMP procuring authority]	On signature of Deed of Adherence to IFA and subsequently when achieving transaction volume milestones during the Contract Period	Schedule 7 of IFA
IMP Fees - Fixed Operational Payment	EP	[TII as IMP procuring authority]	Monthly during operations	Schedule 7 of IFA
IMP Fees – Variable Operational Payment	EP	[TII as IMP procuring authority]	Monthly during operations	Schedule 7 of IFA
Toll fees	EP	TII as Toll Charger	Monthly during operations against invoice from TC	Tolls due for EP’s users’ vehicles as set out in the Calendar Settlement Statement (CSS) less the EP’s agreed collection fee as set out in the TCA.
Re-accreditation fees	EP	TII as IMP procuring authority	If, during normal operations, the EP notifies TII of changes that require some re-accreditation tests, before the tests begin.	Re-accreditation fees will be dealt with in accordance with the IFA and/or the change procedure under the TCA.

### 3.2.2 Toll payments

As noted above, the EP is obliged to pay the TC the toll (less the EP’s agreed collection fee), for a valid EETS transaction (the vehicle must be on the ETC White List and not on the ETC Black List of the EP) relating to one

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of its EETS Users, irrespective of the EP's ability to recover the toll from the EETS User. The EP is responsible for indicating the correct tariff class for vehicles on their ETC White List.

Payments shall be made by electronic funds transfer to an account specified by the TC. Further details are set out in the TCA.

### **3.3 Technical Requirement to be met by EPs**

#### **3.3.1 Interface requirements**

Interface requirements for the two interface points between TC and EP are set out in the EETS Provider Technical Accreditation Procedure (see Appendix A.1).

#### **3.3.2 Performance and KPIs**

##### **3.3.2.1 KPIs overview and process.**

The EP is responsible for ensuring that any issues that may affect ETC charging are addressed as soon as reasonably possible.

Performance requirements may be set out in the IFA and TCA.

## **4. Accreditation Process for a new EETS Provider**

The graphic below describes the process required for a new EP (a "**Candidate EETS Provider**" or "**CEP**") to provide services on the M50 EETS domain. Some steps may be undertaken concurrently but the CEP is required to ensure that its OBUs are acceptable to the M50 Toll Charger. The CEP may wish to also have their OBUs tested on the other Irish toll domains to ensure that they can also offer their services on those toll domains in future. This can be facilitated by the IMP but arrangements will have to be made with the individual Toll Chargers in accordance with the relevant accreditation procedure. The process also requires the testing and validation of the back-office interface between the CEP and the IMP and the full end to end process.

The process of gaining accreditation on the M50 for a Candidate EETS Provider (CEP) is summarised in the diagram below. Each of the processes is described in more detail in the following sections.

<b>Apply to TII</b>	Candidate EETS Provider (CEP) approaches TII with information set out in section 4.1.
<b>Sign Accreditation Agreement</b>	CEP signs Accreditation Agreement with TII in the form set out in Appendix A1, and pays any fees due as set out in that agreement
<b>Complete Accreditation Tests</b>	CEP completes all tests (Compliance to Specification, Suitability for Use and End-to-End Phases) set out in the Technical Accreditation Procedure, as set out in Appendix A2, and obtains an Accreditation Certificate
<b>Sign DoA and TCA(s)</b>	CEP signs Deed of Adherence to the Interoperability Framework Agreement (IFA) and a Toll Collection Agreement (TCA), joins the IFA and pays any access fees due.
<b>Enter Irish Market</b>	Go-Live – the CEP shall be considered as a TSP for the M50 Toll (and any other Irish toll domains they have signed a TCA with and conducted any additional tests required). Operations may start with a pilot phase before full operations.

Figure 3: Process for Candidate EETS Provider

## 4.1 Application to be accredited

In the first instance, a CEP should contact TII at the address set out in Section 1 above. The CEP may request an informal discussion with TII in the first instance, and if they decide to go ahead, they should make a formal application to TII providing the following information:

1. A Statement that the CEP wishes to become an EP for the M50 EETS Domain, and understands the obligations set out in Article 5 (1) of the EETS Directive 2019/520 regarding other EETS Domains in Ireland;
2. Details of the CEP (including its full legal name, registered company number, registered company address, trading or business name, telephone number and email address);
3. Details of their CEP’s EETS Provider registration and country of registration (if applicable);
4. Details of the CEP’s representative (including name, address, telephone number and email address);
5. Details of the number of years the CEP has carried on business under its current name;
6. Details of the CEP’s corporate status;
7. The CEP shall provide a statement, in form and substance satisfactory to TII, confirming that it:
  - a) is not insolvent, bankrupt or being wound up, it has not entered into administration, examinership or other equivalent or similar process, it has not entered into an arrangement with creditors, it has not been suspended from business activities or is not in any analogous situation arising from a similar procedure under national laws and regulations;

- 
- b) has not been convicted of any criminal offence concerning its professional conduct;
  - c) has fulfilled its obligations relating to the payment of social security contributions in accordance with the law of the country in which it is established; and
  - d) has fulfilled its obligations relating to the payment of taxes in accordance with the law of the country in which it is established.
8. A detailed description of the technical equipment to be provided by the CEP for the purpose of facilitating ETC in accordance with the IFA;
  9. A statement outlining the CEP's proposed contracting policy towards EETS Users, incorporating proposed key terms and conditions of contract; and
  10. A global risk management plan outlining the evaluation and mitigation measures of the risks relevant to its provision of ETC.

## **4.2 Accreditation Agreement**

Once the application set out above is received by TII, and if it has been evaluated as complete, the CEP and TII may enter into an Accreditation Agreement. The Accreditation Agreement sets out the obligations on TII and the CEP during the accreditation process, the accreditation fees and the categories of fees which will apply during operations., and the remuneration (toll collection fee) to the CEP during operations.

## **4.3 Technical Accreditation Tests and Certification**

Once the Accreditation Agreement has been signed by both parties, and all necessary fees have been paid, the accreditation tests shall be carried out. The required accreditation tests are set out in the EETS Provider Technical Accreditation Procedure (see Appendix A.1).

Once all these tests have been completed to the satisfaction of TII, TII will issue an Accreditation Certificate to the CEP.

## **4.4 Contractual Arrangements**

Once the CEP has obtained the Accreditation Completion Certificate, in order to allow their account holders to use their accounts on the M50 toll road, the contracts and commercial agreements must be finalised as set out below.

### **4.4.1 Deed of Adherence to the IFA**

All interoperable tolls for Irish toll domains are processed through the IMP. In order to use this service, the CEP must sign a Deed of Adherence to the Interoperability Framework Agreement (IFA). A copy of the IFA, including the Deed of Adherence, is available from TII following receipt of a formal application from the CEP for accreditation.

If the CEP has been accredited on any other toll domain in Ireland, they may have already signed a Deed of Adherence to the IFA.

### **4.4.2 Toll Collection Agreement**

The CEP must also execute a Toll Collection Agreement (TCA) with the Toll Charger for the M50, TII. There is a model TCA in the IFA which will be amended to include specific commercial terms which will apply to the EP.

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## 4.5 Commencement of Services

Once the CEP has the Accreditation Certificate and has signed the Deed of Adherence to the IFA, and the TCA has been executed by both parties, the CEP shall agree a date for commencement of services for the M50 with TII. Services shall start with a pilot phase where the service starts with a limited number of account holders, and, only when the required service performance has been demonstrated, is the service extended to all of the CEP's account holders. Details of the pilot phase are set out in the EETS Provider Technical Accreditation Procedure (see Appendix A.1).

## 5. Accreditation for other EETS Domains within Ireland

Each EETS Domain in Ireland has a Toll Charger, and a toll domain statement (TDS) outlining the particular requirements for that domain. However, all current TCs for EETS Domains in Ireland process interoperable payments through the IMP.

For an EETS Provider already accredited on the M50, it is likely that, from a technical viewpoint, accreditation on to other Irish toll domains is considerably simplified, as the EP's transactions with the IMP are essentially the same as for the M50. Nonetheless, there is likely to be a degree of testing required for a new EETS domain, especially of the OBU.

The Deed of Adherence to the IFA will cover technical interoperability with all Irish TCs. It will, of course, be necessary for the EP to negotiate a new Toll Collection Agreement (TCA) with every TC that they wish to provide services to.

The EETS Directive requires EETS Providers to provide services to all EETS Domains in a country within 24 months of providing services to one domain, and TII strongly encourages all EETS Providers accredited on the M50 to also gain accreditation to provide services to all EETS Domains in Ireland.

## **A.1 Appendix 1 – EETS Provider Technical Accreditation Procedure**

# Appendix A.1

## EETS Provider Technical Accreditation Procedure

Date: 20 March 2025

## Contents

1. Purpose.....	1
2. Scope .....	1
3. Technical Requirements .....	1
3.1 OBU Interface Requirements .....	2
3.2 Back Office Interface Requirements.....	2
4. The Technical Accreditation Process .....	3
4.1 Overview of the Technical Accreditation Process .....	3
5. Accreditation Tests .....	5
5.1 Conformance to Specification Tests .....	6
5.1.1 OBU Conformance to Specification tests .....	6
5.1.2 Back-Office Interface Conformance to Specification Tests .....	7
5.2 Suitability for Use Tests .....	7
5.2.1 Overview – Suitability for use tests .....	7
5.2.2 OBU Suitability for Use Tests .....	8
5.2.3 Back Office Suitability for Use Tests .....	10
5.3 End To End Tests.....	12
5.3.1 End to end test objectives and overview.....	12
5.3.2 End-to-end test cases .....	12
5.4 Issuing of Accreditation Certificate .....	12
5.5 Pilot Operation Phase.....	12
5.5.1 Pilot objectives and overview .....	12
5.5.2 Pilot Phase Organisation.....	13
5.5.3 Pilot result evaluation.....	13
5.5.4 End of Pilot Operation .....	13
6. Re-certification Process.....	14
6.1 Re-certification of the OBU .....	14
6.2 Re-certification of the back-office interface .....	14
Appendix A - Interface Specifications.....	15
A.1.1 Introduction .....	15
A.1.2 OBU to roadside DSRC interface.....	15
A.1.3 Back Office Interface.....	16
A.1.3.1 XSD files .....	17
A.1.3.2 Whitelists and blacklist files .....	17
A.1.3.3 CEI (Billing Details) files .....	17

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A.1.3.4	Settlement Statement .....	18
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## Figures

Figure 1	Interoperability through the IMP .....	2
Figure 2	Accreditation process overview – sections covered by this document shown in blue.....	4
Figure 3:	Accreditation Process Overview.....	5
Figure 4:	information exchange through IMP .....	16

## Tables

Table 1	IMP file terminology .....	2
Table 2:	OBU suitability for use tests .....	10
Table 3:	Back office suitability for use tests .....	12
Table 4:	end to end tests.....	12
Table 5:	EN 155509 data fields.....	16
Table 6:	ETC List transfer schedule.....	17
Table 7:	CEI file details.....	18

## 1. Purpose

The purpose of this document is to specify the technical procedures for EETS Providers (EPs) seeking to enable their customers to pay for tolled transactions relevant to the use of Irish toll roads through their account.

TII is the Toll Charger for each of the Dublin Tunnel and M50 toll schemes and therefore manages the accreditation process for these two toll schemes.

It should be noted that, as set out in Section 3.2, all the back-office transactions for all toll schemes in Ireland are passed through the interoperability management platform (IMP), which has been procured by TII in its capacity as a procuring authority and acts as a hub for toll transactions for all Toll Chargers and Toll Service Providers in Ireland. This accreditation procedure takes account of the IMP back office interface and its technical and operational requirements, and can therefore be used as a model for other EETS domains in Ireland, if the relevant Toll Charger so wishes.

This document should be read in conjunction with the EETS Domain Statement for the relevant EETS Domain. Capitalised terms used in this document shall have the meaning given to such terms in the applicable EETS Domain Statement.

References to 'Toll Charger' or 'TC' in this document refer to TII.

## 2. Scope

This document covers the technical part of the technical accreditation process for the M50 and Dublin Tunnel toll schemes. The purpose of the technical accreditation process is to ensure that EETS Providers comply with the technical and operational requirements of the M50 and Dublin Tunnel schemes and comply with the EETS Directive and the EETS Regulations.

This EETS technical accreditation process outlines the specification conformance and testing procedures for the following elements:

1. The Roadside interface between the EETS Provider's equipment (OBU) and the Toll Charger's roadside equipment ("RSE") beacons using DSRC transactions that are in accordance with EN 15509.
2. Back-office interface from the EETS Provider to the Toll Charger via the IMP.

This technical accreditation procedure forms the basis of the acceptance of an EETS provider to provide services on their domain. Once passed, the Candidate EETS Provider ("CEP") is then issued with an Accreditation Certificate for their On-Board Unit and their back-office interface to the Toll Charger via the IMP.

## 3. Technical Requirements

This section sets out the technical requirements of the interfaces between the CEP's system and the TC's systems. There are two interfaces between the CEP and the TC:

- CEP's on-board unit (OBU) to the TC's DSRC beacon; and
- CEP's back office to TC's back office (in practice this is an interface to the IMP).

### 3.1 OBU Interface Requirements

The OBU shall be a 5.8 GHz Microwave DSRC On Board Unit that can be read and processed by the TC’s RSE and shall comply with the EN 15509 profile.

See Appendix A for further technical details of the interface requirements.

### 3.2 Back Office Interface Requirements

As noted previously, all back office transactions between the EP and the TC is conducted through the IMP, which acts as a hub and clearing house for all toll transactions between EP and TCs. This is illustrated in Figure 1 below.



**Figure 1 Interoperability through the IMP**

The interface between the EETS Provider and the IMP is based on ISO 12855:2022. The terminology used in the IMP is different to that set out in ISO 12855, and the table below lists the messages passed between the EETS Provider and the IMP, with the ISO 12855 terminology and the IMP terminology indicated.

**Table 1 IMP file terminology**

IMP name	ISO 12855:2022 name	Transmitting party	Receiving party	Specification
Charging and Enforcement Information (CEI)	Toll Declaration	TC	IMP Operator	Only the consolidated data sent to the EP.
Consolidated Charging and Enforcement Information (CCEI)	Billing Details	IMP Operator	EETS Provider	See Appendix A
Whitelist*	Exception list - Whitelist	EETS Provider	IMP Operator	See Appendix A
Blacklist*	Exception List - Blacklist	EETS Provider	IMP Operator	See Appendix A
Settlement Statement (SS)	Payment Claim	IMP Operator	EETS Provider	See Appendix A
Calendar Settlement Statement (CSS)	Payment Claim	IMP Operator	EETS Provider	See Appendix A

\* The terms “Consolidated ETC White List” and “Consolidated ETC Black List” are also used in this document, and these are simply the Whitelists and Blacklists of all EPs on the IMP consolidated by the IMP into one list.

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It should be noted there are a number of transactions in ISO 12855:2022 that are not used. These include:

- ‘Trust Objects’ – security keys are transferred physically to the IMP. Security keys are generated and transferred at a ceremony held by the IMP Operator. A USB drive with the key generation master excel program is provided by the IMP Operator and the procedure will be outlined by them.
- ‘Toll Context Data’ – the tariff and hours of operation data is set out in the relevant toll domain statement. Any changes will be communicated through the contractual change process.
- ‘User Complaint’ (and ‘User Complaint Response’) – user complaints are dealt with through the etoll.ie website where complaints can be logged by the EETS Provider, and a response from the associated TC can be viewed.

All Irish toll domains operate in a Toll Charger dominant mode, which means that the toll transaction (CEI file) is created by the Toll Charger detecting the vehicle on the road.

See Appendix A for further technical details of the back-office interface requirements and the message formats.

## **4. The Technical Accreditation Process**

This section describes the CEP assessment process and methodology.

### **4.1 Overview of the Technical Accreditation Process**

Once the Accreditation Agreement has been signed by both parties, the technical accreditation process can begin. At the start of the technical accreditation process:

- a) There shall be a start-up meeting between the TC and the CEP, and a subsequent schedule of meetings shall be agreed.
- b) The TC shall make available all required technical documents to the CEP, including the functional design of the IMP.
- c) The parties shall agree arrangements for the provision by the CEP of test OBUs and decryption keys.
- d) The TC shall set out arrangements for the CEP to access the IMP test environment.
- e) The parties shall agree details of any pilot phase, including target number of users and transactions.
- f) The TC shall set out the documentation required from the CEP and the required submission dates.

The CEP shall submit a draft test plan to the TC for review and approval. The test plan shall encompass the complete testing process, including conformance to specification (noting that no physical testing may be required if suitable evidence of previous testing is provided), suitability for use and end to end tests and shall include, but shall not be limited to:

1. The overall test strategy
2. The proposed test schedule / timetable
3. The test phases, and the reviews / tests to be carried out in each phase
4. A description of each test case indicating entry criteria, the process, the expected results and criteria for success (exit criteria)

- 
5. Management of test failures and issues
  6. Test environments and facilities to be provided by the CEP
  7. CEP's requirements from the TC and the TC's contractors (facilities, staff, reviews etc.)
  8. Test reporting
  9. CEP's management staff and contact points
  10. A health and safety plan including risk assessments
  11. A proposed schedule of meetings with the TC during the accreditation period
  12. An overview of where components of the CEP's solution have been tested in a similar tolling application. Further details should be provided in the conformance to specification phase.

The CEP shall not proceed to the conformance to specification tests until the test plan has been accepted by the TC.

Following acceptance of the test plan, the technical testing can commence, and once successfully completed, an Accreditation Certificate will be granted by the TC to the CEP.

Following award of the Accreditation Certificate, the execution of a Deed of Adherence to the IFA and the execution of a TCA between the CEP and the TC, the pilot phase may commence.

Once the pilot phase has been successfully completed, the CEP may commence toll services on the EETS Domain.

The overall process is set out in Figure 2, below and the parts covered by this technical accreditation procedure document are shown in blue. The greyed-out sections are covered by the relevant EETS Domain Statement.

During the accreditation process, the CEP and TC shall meet at the beginning and end of each test phase or at such other intervals as may be agreed between the parties. The CEP shall provide the proposed agenda and any background documents in advance of the meetings, and shall circulate a record of decisions and actions to all attendees within a week of the meeting which shall be subject to review and approval by the TC. The CEP shall also provide monthly process reports to the TC, setting out its progress towards completion of each of the phases, the forecast completion dates of each of the phases and shall include any significant risks and issues that have arisen and proposed measures to address these.

*Figure 2 Accreditation process overview – sections covered by this document shown in blue.*

<b>Apply to TII</b>	Candidate EETS Provider (CEP) approaches TII with information set out in the EETS Domain Statement.
<b>Sign Accreditation Agreement</b>	CEP signs Accreditation Agreement with TII in the form set out in the EETS Domain Statement and pays any accreditation fees due.
<b>Test Plan</b>	CEP delivers and gains TC / TII approval for test plan.
<b>Compliance to Specification Tests</b>	CEP completes all Compliance to Specification tests, as set out in section 7.1 of this document.
<b>Suitability for Use Tests</b>	CEP completes all Suitability for Use tests as set out in section 7.2 of this document.
<b>End-to-End Tests</b>	CEP completes all End-to-End tests as set out in section 7.3 of this document.
<b>Obtain Accreditation Certificates</b>	CEP obtains Accreditation Certificate from TII following passing all system tests phases.
<b>Sign DoA and TCA(s)</b>	CEP signs Deed of Adherence to the Interoperability Framework Agreement (IFA) and a Toll Collection Agreement (TCA) with TC and pays any fees due.
<b>Pilot Phase</b>	CEP completes agreed Pilot phase
<b>Enter Irish Market</b>	CEP shall be considered as an EP for the EETS Domain (and any other Irish EETS domains where they have signed a TCA and conducted any additional tests required).

Figure 3: Accreditation Process Overview

## 5. Accreditation Tests

Following acceptance by the TC of the Test Plan, as set out in section 4.1 above, the technical accreditation tests set out below can commence in accordance with the following four main phases:

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**a) Conformance to Specification**

The purpose of this phase is to ensure that the CEP's proposed systems and implementation conform to the required specifications and processes and are suitable to progress to phase 2 – the suitability for use tests.

**b) Suitability for use tests**

The purpose of these tests is to validate that the CEP's interoperability constituents, including its OBU and back office interface, perform in accordance with the required performance requirements, including technical and operational requirements. These tests will validate that the CEP can send and receive the required files to and from the IMP in accordance with the requirements and can perform the DSRC transaction in accordance with the TC's technical requirements.

**c) End to end tests**

The purpose of the end to end tests is to validate that all relevant files originating from the TC and processed through the IMP are received and processed correctly by the CEP and that all relevant files originating from the CEP and processed through the IMP are received and processed correctly by the TC.

**d) Pilot Operation**

The purpose of the pilot operation, the requirement for which may, at the TC's discretion, be waived, is to validate that the CEP meets all the technical and operational requirements over a period of time. The pilot operation is undertaken following the conclusion of the suitability for use tests, the issuing of an Accreditation Certificate, the execution of the Deed of Adherence to the IFA and the execution of a TCA with the TC, and is performed with a limited number of the CEP's account holders.

It should be noted that the successful certification is only valid for the Toll Charger's tested OBU with the tested hardware, firmware and software version and the back-office interface version used for the testing. Any changes shall require a re-certification process. This process is set out in Section 6 below.

The following sections describe each of the test phases in further detail.

## **5.1 Conformance to Specification Tests**

The conformance to specification tests are a review of documentation provided by the CEP to confirm adherence to the required standards and specifications, and relevant prior testing carried out. This has two parts, covering the two interfacing items, the OBU and the back-office interface. This shall be in conformance with the Commission Implementing Regulation 2020/204 Annex III.

The documentation provided by the CEP will be reviewed and assessed by the TC and, if additional information is required, this shall be requested. When the information provided is assessed as compliant with the above requirements, it shall be approved.

This phase must be completed to the satisfaction of the TC before commencement of the suitability for use tests. It may not be necessary for the CEP to carry out testing explicitly for the EETS Domain as part of the conformance to specification phase, but they may rely instead on tests conducted previously, subject to the provision of the appropriate documentation as outlined below.

### **5.1.1 OBU Conformance to Specification tests**

The CEP shall deliver to the TC the following documentation:

- 
- a) Documentation providing evidence of CE marking of the OBU, in compliance with the EU requirements for CE marking, including, the technical dossier and the EU declaration of conformity.
  - b) Test reports with content and test results that are consistent with the criteria set out in CSN EN 15876-1: Electronic fee collection - Evaluation of on-board and roadside equipment for conformity to EN 15509 - Part 1: Test suite structure and test purposes.
  - c) The relevant OBU manufacturer examination certificates in accordance with Decision No 768/2008/EC.
  - d) Details of any additional testing carried out.

### 5.1.2 Back-Office Interface Conformance to Specification Tests

The CEP shall deliver to the TC documentation showing that the proposed back-office interface between the IMP and the EETS Provider is compliant with the back-office interface specification set out in Appendix A.1.3.

These conformance checks only cover the interface between the CEP and the IMP and do not cover the transactions between the Toll Charger and the IMP, although the latter will be included in the end-to-end test phase.

If the CEP wishes any test results from similar toll systems to be considered as a part of the accreditation process, they shall submit all the associated test reports, interface specifications and references to applicable standards.

## 5.2 Suitability for Use Tests

### 5.2.1 Overview – Suitability for use tests

The suitability for use tests are to demonstrate to the TC's satisfaction that the technical interfaces between the CEP's systems and the IMP and TC's systems are working as required. This shall be in conformance with Annex III of Commission Implementing Regulation 2020/204. The suitability for use tests shall not be started until the conformance to specification tests have been completed to the satisfaction of the TC.

Each test carried out shall be documented in a test report, which shall be reviewed by the TC. The test reports shall contain the following as a minimum:

1. Title and description of the test
2. Date(s) of the test(s)
3. Entry criteria, exit criteria and expected results
4. Equipment used, and hardware / software versions
5. Test process carried out (including a note of any tests that could not be carried out or could not be completed, and the reasons for this)
6. Test results
7. Analysis of any test failures, including a proposed severity, and proposed rectification and re-test plan
8. Conclusions

The test reports are subject to review and acceptance by the TC.

## 5.2.2 OBU Suitability for Use Tests

### 5.2.2.1 OBU Suitability for Use Tests Overview

These functional tests focus on the compatibility of the OBU DSRC interface to the TC’s RSE. It is anticipated that there may be instances where particular OBU models brought forward by the CEP possess identical hardware and software attributes to those already in use in Ireland. Should this be the case, it may allow exemption from some tests, however, this shall be at the sole discretion of the TC. All OBU suitability for use tests shall be carried out as on-road tests. There will be no simulation carried out in a laboratory or at a test site.

There are three different toll plaza types in operation in Ireland:

1. The M50 is a full multi-lane free-flow (barrier free) toll system.
2. The Dublin Tunnel is a barrier tolling system with vehicle detection in advance of the toll barriers to enable vehicles with valid ETC accounts or exempt vehicles to pass through the plaza without stopping providing they are travelling within the design speed of the system.
3. Other EETS Domains in Ireland have conventional barrier tolling.

The types of required tests for each of these types are set out in table 2 below, although it should be noted that the required tests for EETS Domains other than the M50 and Dublin Tunnel are at the discretion of the relevant TC for that domain.

At the start of testing, the CEP shall deliver sufficient test OBUs to the IMP, and provide the test decryption keys. This would normally be five OBUs for every TC. The provision of suitable test vehicles and drivers shall be agreed between the CEP and TC during the accreditation process.

### 5.2.2.2 OBU Suitability for Use Test (SUT) Objectives

The key objectives of the OBU SUTs are:

- a) To confirm and validate OBU DSRC transactions across the interface with roadside equipment (DSRC beacons).
- b) Ensure the reliability of the OBU DSRC transaction under different conditions and situations of vehicles, position and traffic.

The following table sets out the required SUTs:

### 5.2.2.3 OBU Suitability for use tests

Number	Name	Description	Test elements
OBU1	Free-Flow Tolling (M50 only) Basic operation	Testing CEP OBU functionality in interaction with the user and the roadside equipment under dynamic on-road conditions.  The purpose of this test is to ensure that the OBU operates normally with the roadside equipment and performs valid transactions whilst in a designated lane on the road.	<ol style="list-style-type: none"> <li>1. OBU securely installed on test vehicle.</li> <li>2. Vehicle passes toll gantry</li> <li>3. Observe OBU signal of valid DSRC transaction (One [1] beep)</li> <li>4. For each passage of any station type with each of the OBUs under test, observe that a valid DSRC transaction is performed.</li> <li>5. Test to be performed a minimum of 5 times.</li> </ol>

Number	Name	Description	Test elements
OBU2	Free-Flow Tolling (M50 only):  Lateral position/In-between Lane test	The purpose of this test is to ensure that the OBU operates normally with the roadside equipment and performs valid transactions whilst straddling two lanes.	<ol style="list-style-type: none"> <li>1. OBU securely installed on test vehicle.</li> <li>2. Vehicle drives in between lanes and passes toll gantry</li> <li>3. Observe the OBU signal of valid DSRC transaction (One [1] beep)</li> <li>4. For each passage of any station type with each of the OBUs under test, observe that a valid DSRC transaction is performed.</li> <li>5. Test to be performed a minimum of 5 times.</li> </ol>
OBU3	Free-Flow Tolling M50 only):  Mounting position and vehicle type	<p>The purpose of this test is to ensure that the OBU operates normally with the roadside equipment when mounted at various angles (45 degrees -light vehicle; 90 degrees -heavy goods vehicle).</p> <p>It is to be assumed that the optimal position for OBU at the top centre of the windscreen (behind the rear-view mirror) The OBU is to be installed there.</p>	<ol style="list-style-type: none"> <li>1. OBU securely installed on test vehicle(s), i.e. motor vehicle and truck.</li> <li>2. Vehicles pass toll gantries.</li> <li>3. Observe OBU signal of valid DSRC transaction (One [1] beep).</li> <li>4. For each passage with each of the OBUs under test, observe that a valid DSRC transaction is performed.</li> <li>5. Test to be performed a minimum of 5 times.</li> </ol>
OBU4	Free-Flow Tolling (M50 only):  Vehicle Speed	<p>Testing CEP OBU functionality in interaction with the user and the roadside equipment under dynamic conditions.</p> <p>The purpose of this test is to ensure that the OBU operates normally with the roadside equipment and performs valid transactions whilst the vehicle is travelling at different operational speeds.</p>	<ol style="list-style-type: none"> <li>1. Sample OBU securely installed on test vehicle(s), i.e., motor vehicle and truck.</li> <li>2. Vehicles pass toll gantry. Toll passages are to be performed with the OBU at 40 km/h, 80 km/h and 100 km/hr.</li> <li>3. Observe OBU signal of valid DSRC-transaction (One [1] beep)</li> <li>4. For each passage with each of the OBUs under test, observe that a valid DSRC transaction is performed and signalled appropriately by the OBU.</li> <li>5. At least five (5) passes at each speed will be required to verify functionality.</li> <li>6. Note this test may be combined with test OBU1</li> </ol>
OBU5	Barrier Toll lane Passage (for all barrier toll systems except Dublin Tunnel)	<p>Testing CEP OBU functionality in interaction with the toll plaza equipment under normal conditions. The test for OBU functionality in interaction with traditional toll plaza technology.</p> <p>The main aim of this test is to ensure that the OBU communicates correctly with the beacon of the currently used toll</p>	<p>OBU securely installed on test vehicle(s), i.e. motor vehicle and truck.</p> <p>Test vehicle is assigned a specific lane.</p> <p>Driver approaches the toll plaza and approaches the barrier.</p> <p>If valid OBU account – barrier raises and vehicle proceeds, and OBU signals correct transaction (One [1] beep).</p>

Number	Name	Description	Test elements
		lane and performs valid transactions.	<p>If OBU is Blacklisted, barrier stays down and OBU signals Blacklisting (if used).</p> <p>At least 5 passes with each OBU status shall be required to verify functionality.</p>
OBU6	Tests for Dublin Tunnel only – including advance vehicle detection	<p>Testing CEP OBU DSRC functionality in the interface with the Low Speed Free-Flow DSRC beacons in the Dublin Tunnel hybrid low speed free-flow system.</p> <p>The test also tests for correct OBU functionality across the interface with the additional DSRC beacons at the barrier.</p>	<p>OBU securely installed on test vehicle(s), i.e., motor vehicle and truck.</p> <p>Test vehicle is assigned a specific lane.</p> <p>Driver approaches the low speed free-flow gantry at the recommended speed (30 kph).</p> <p>If valid OBU account – barrier raises and vehicle proceeds, and OBU signals correct transaction (One [1] beep).</p> <p>If OBU is Blacklisted, barrier stays down and OBU signals Blacklisting (if used).</p> <p>Ensure OBU has also transacted with the DSRC beacon at the barrier.</p> <p>At least 5 passes with each OBU status shall be required to verify functionality, tests to use different lanes.</p>
OBU7	Tests for all barrier tolling systems including Dublin Tunnel  Mounting position and vehicle type	<p>The purpose of this test is to ensure that the OBU operates normally with the roadside equipment when mounted at various angles (45 degrees -light vehicle; 90 degrees -heavy goods vehicle).</p> <p>It is to be assumed that the optimal position for OBU at the top centre of the windscreen (behind the rear-view mirror) The OBU is to be installed there.</p>	<ol style="list-style-type: none"> <li>1. OBU securely installed on test vehicle(s), i.e., motor vehicle and truck.</li> <li>2. Vehicles pass toll gantries.</li> <li>3. Observe OBU signal of valid DSRC transaction (One [1] beep).</li> <li>4. For each passage with each of the OBUs under test, observe that a valid DSRC transaction is performed.</li> <li>5. Test to be performed a minimum of 5 times.</li> </ol>

Table 2: OBU suitability for use tests

### 5.2.3 Back Office Suitability for Use Tests

#### 5.2.3.1 Back Office Suitability for Use Tests overview

This section covers the suitability for use tests that must be carried out between the CEP and the IMP’s back-office systems in order to gain accreditation. This section does not cover the internal system and integration testing that the CEP should have carried out on their own system in advance of any application for accreditation.

#### 5.2.3.2 Back Office Suitability for Use Test Objectives

The objectives of the back-office suitability for use tests are:

- a) Test the connectivity of the CEP’s back office to the IMP.

- b) Ensure all the transaction messages between the CEP and the IMP are transmitted and received correctly.
- c) Ensure that incorrect or error conditions are processed correctly.

### 5.2.3.3 Back Office Suitability for Use Tests

All functional back-office tests will be carried out using a test environment simulating the operation of the IMP, which will be provided by the IMP. Details of how to access this IMP test environment will be provided to the CEP upon signature of the Accreditation Agreement with the TC.

The following back-office functions shall be tested:

Number	Name	Description	Test elements
BO1	Transfer full White List (EETS terminology – Exception List – Whitelist)	Transferring a full White List from the CEP’s back office to the IMP.	<p>CEP Uploads a correctly formatted White List.</p> <p>CEP Receives an acknowledgement of correctly formatted White List.</p> <p>Ensure White List is correctly imported into IMP’s Consolidated White List (CWL).</p> <p>Repeat the above tests with error conditions (to be proposed by the CEP in their test plan) to ensure rejection notices are correctly received and processed.</p>
BO2	Transfer full Black List (EETS terminology – Exception List – Blacklist)	Transferring a full Black List from the CEP’s back office to the IMP.	Same as test BO1, but for full Black List.
BO3	Download Consolidated Charging and Enforcement Information (CCEI) file (EETS terminology – Billing Details)	CEP receives CCEI file from the IMP.	<p>IMP sends correctly formatted CCEI files to the CEP.</p> <p>CEP receives CCEI file and acknowledges correct receipt.</p> <p>CEP ensures CCEI is correctly processed in their system.</p> <p>Repeat the above tests with error conditions (to be proposed by the CEP in their test plan) to ensure rejection notices are correctly received and processed.</p>
BO4	Download Settlement Statement (SS) (EETS Terminology – Payment Claim)	CEP receives SS file from the IMP.	<p>CEP receives SS file and acknowledges correct receipt.</p> <p>CEP ensures SS is correctly processed in their system.</p> <p>Repeat the above tests with error conditions (to be proposed by the CEP in their test plan) to ensure rejection notices are correctly received and processed.</p>
BO5	Download Calendar Settlement Statement (CSS)	CEP receives CSS file from the IMP.	Same as test BO4 but with CSS.

Number	Name	Description	Test elements
	(EETS terminology – Payment Claim)		

Table 3: Back office suitability for use tests

## 5.3 End To End Tests

### 5.3.1 End to end test objectives and overview

The objectives of the end-to-end tests are:

1. Ensure toll transactions are correctly processed through the entire system from TC through the IMP to the CEP and in the reverse direction.
2. Ensure the billing / settlement system works correctly from CEP to TC.
3. Ensure incorrect transactions are identified by the systems.
4. Ensure the user complaints system operates correctly.

### 5.3.2 End-to-end test cases

The end-to-end testing should cover the following as a minimum:

Number	Name	Description	Test elements
E2E1	Vehicles to CCEI (Billing Details)	Detection of multiple vehicles over a time period to ensure that the CCEI is received correctly and contains the correct passage details.	Whitelisted vehicle Blacklisted vehicle. ANPR to OBU discrepancy
E2E2	CCEI to Settlement	Ensure that the CCEI leads to the correct settlement statement and calendar settlement statement received at the CEP’s back office.	Settlement Statement Calendar Settlement Statement

Table 4: end to end tests

## 5.4 Issuing of Accreditation Certificate

Once all of the testing set out in the sections above has been successfully passed, and all test reports have been submitted to and approved by the TC, with no unresolved critical, major or moderate test issues, the CEP may apply for an Accreditation Certificate from the TC. This indicates that, from a technical perspective, the CEP’s systems are compatible with the TC’s systems.

## 5.5 Pilot Operation Phase

### 5.5.1 Pilot objectives and overview

The pilot operations test phase shall only commence after all of the conformance to specification, suitability for use and end-to-end tests have been successfully passed and an Accreditation Certificate has been issued by the TC.

In addition, all the required commercial agreements shall have been put in place, including the Deed of Adherence to the IFA, and a TCA between the TC and the EP.

---

The pilot operation test phase is where the EP identifies a number of Service Users (SUs) who are willing to take part in the pilot operation tests, and who will use the tolled roads. The number of SUs taking part in the pilot operation shall be agreed between the CEP and the TC. These SUs are set up as account holders in the CEP's system and are issued with OBUs.

The SUs then use the toll schemes during an agreed period, using as many of the facilities, and in as many different ways as possible.

The objectives of the pilot operation phase are:

1. To identify any residual system issues, before opening the systems to all the CEP's customers.
2. To identify any operational issues before opening the systems to all the CEP's customers.

The full range of interoperable ETC processes i.e. list generation, CEI files, settlement statements, must be in operation throughout duration of the pilot operation phase, and these are to be recorded for performance evaluation.

Please note that transactions during the Pilot Phase shall be real transactions, and not test transactions.

During the accreditation start-up phase, the TC and the CEP shall agree on the number of transactions and the defined period of operation that will be deemed sufficient to satisfy the objectives of the pilot operations phase. It is recognised that different CEPs may differ in their ability to recruit service users to participate in the phase, and the target volume of users shall be agreed between the TC and CEP in the start-up phase of the accreditation.

A pilot operation phase has benefit for both the CEP and the TC. However, in exceptional circumstances, if a pilot operation phase is not practical, the TC may agree to forgo the phase and allow full operation following issue of the Accreditation Certificate, and signing of the commercial agreements.

### 5.5.2 Pilot Phase Organisation

The CEP shall identify, nominate and present the SUs they propose to take part in the pilot operation test phase. This shall be subject to the approval of the TC.

The CEP shall provide the TC with the operational decryption keys for the OBUs. These shall be transferred on physical media at a keys ceremony.

The CEP, the TC and the IMP shall monitor the transactions and check for correct operations.

### 5.5.3 Pilot result evaluation

All issues shall be noted in an issue register and given a priority rating agreed between the CEP and the TC. All issues shall be addressed, the order dictated by the priority rating.

### 5.5.4 End of Pilot Operation

The pilot operations test phase shall end when an agreed volume of transactions and/ or time of operation has been completed, all high priority issues discovered during the pilot operation have been resolved to the satisfaction of the TC, and a rectification plan has been agreed for any residual low priority issues. This would normally be the final test phase and would complete the technical part of the initial accreditation process.

The CEP will then be authorised to provide their services to all their Service Users for the EETS Domain(s) included in the accreditation process.

---

## 6. Re-certification Process

Once an EETS Provider has been certified and has moved into the operation phase, it is necessary to have a process which applies to any changes to the EP's systems. This could be any of the following changes:

1. Changes to the EP's OBU; or
2. Changes to the EP's back-office system that may affect the interface to the IMP.

The overall change process will be as set out in the TCA. No changes shall be implemented by the EP without prior notification to and the agreement of the TC. It is therefore necessary for the EP to give the TC sufficient notice of any intended changes to their interfacing elements, including, but not limited to, full technical details of the proposed change and a suggested re-testing scope and programme, details of which shall be set out in a test plan by the EP. This is subject to review and approval by the TC. The degree of re-testing required shall depend on the scope and the possible effects of the proposed change.

### 6.1 Re-certification of the OBU

Changes to the OBU that shall require re-certification include but shall not be limited to:

- a) A software or firmware update to the EP's existing model of OBU
- b) Introducing a new model of OBU that has previously been used by another service provider with one or more of the Irish Toll Chargers (TC)
- c) Introducing a new model of OBU that has not previously been used by another Irish TC but has been tested in accordance with the technical standards and carries CE marking
- d) As per b) above, but has been tested by a Notified Body
- e) A new OBU that does not have full evidence of testing
- f) Changes to encryption / decryption keys

### 6.2 Re-certification of the back-office interface

Only changes to the EP's back office that have the potential to affect the interface to the IMP or could affect any process that impacts the IMP or one or more TCs shall be subject to a re-certification process. This shall include but not be limited to:

- a) Changes of hosting
- b) Software updates to the interfacing code
- c) Changes to third party software
- d) Changes to security processes (other than patching or minor updates)

## Appendix A - Interface Specifications

### A.1.1 Introduction

This section sets out the technical and operational requirements for the interfaces between the TC and the EP in further detail. There are two main interfaces:

- Roadside – EP’s On-Board Unit (OBU) and the TC’s DSRC beacon.
- Back office – the EP’s back office to the TC’s back office. In practice, this is actually all carried out through the IMP, and so this is an interface between the EP’s back office and the IMP.

The technical requirements for these two interfaces are set out in this section below as well as in the IMP Solution Functional Design, which will be made available to the CEP on application for accreditation.

### A.1.2 OBU to roadside DSRC interface

The OBU shall be a 5.8 GHz Microwave DSRC On Board Unit that can be read and processed by the TC’s Roadside Equipment and shall comply with the EN 15509:2014 or EN 15509:2023 profile. Other legacy OBU profile standards may be accommodated at the TC’s discretion. Note at the time of writing there are no GNSS-based toll schemes in Ireland, and so only the simple ‘OBU’ transaction to the above standards is required for all Irish toll domains, even if the OBU is a GNSS type. This may change in the future.

The EP’s White List and Black List shall always associate the OBU with the vehicle’s registration mark as displayed on the vehicle’s number plate. OBU ‘swapping’ between vehicles is not permitted unless reflected in the associated White List or Black List.

OBUs and RSE must be encoded with authentication and access keys provided by the CEP in order for the OBU to be processed. There will be test keys for the suitability for use tests, and operational keys for the pilot and operational phases. Keys are exchanged on physical media at a key ceremony with the IMP.

The OBU must be so positioned as 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 normally be charged using ANPR data captured and matched against the IMP’s Consolidated ETC White List. The associated transaction that is subsequently sent to the EP for settlement purposes will be clearly flagged as being a ‘degraded mode’ transaction.

The OBUs provided for test shall be capable of being easily attached to the relevant test vehicles and may be detached without risk of injury to persons or damage to the relevant vehicle.

The following table indicates the data fields in the EN 15509 standard and indicates which are mandatory and which are optional for OBUs in Ireland. While certain fields are indicated as optional, these are not used in practice; further guidance may be sought prior to testing. The process relies primarily on matching of the OBU ID to the Consolidated ETC White List and Consolidated ETC Black List from which attributes such as Licence Plate Number and Vehicle Class can be derived rather than such attributes being available from and communicated by the OBU. Note also that Receipt Data is not programmed into the OBU but is written to the OBU by the roadside beacon as a record of the completed transaction.

Attributes (EID>0)	AttrID	Type	Length in Bytes	TII use*	Remarks
CONTRACT					
EFC Context Mark	0	32	6	M	Contract provider’s identification
PAYMENT					

Attributes (EID>0)	AttrID	Type	Length in Bytes	TII use*	Remarks
Payment means (including PAN)	32	64	14	M	Personal account Number, PAN expiry date and payment means and payment means usage control
VEHICLE					
VehicleLicensePlateNumber	16	47	Variable 13 to 17 bytes	O	
VehicleClass	17	49	1	O	
VehicleDimensions	18	50	3	O	
VehicleAxles	19	51	2	O	
VehicleWeightLimits	20	52	6	O	
VehicleSpecificCharacteristics	22	54	4	O	
EQUIPMENT					
EquipmentOBUID	24	56	5(=1+4)	M	
EquipmentStatus	26	58	2	O	
RECEIPT					
ReceiptData1 (last)	33	65	28	M	
ReceiptData2 (penultimate)	34	66	28	M	

Table 5: EN 155509 data fields

\* M=mandatory O= optional N= not used

### A.1.3 Back Office Interface

The interface between the back office of the EETS Provider and the Toll Charger is through the IMP.

The IMP allows, on a technical level, an EETS Provider to provide services to any Irish Toll Charger (TC), and hence, the back-office interface is between the EETS Provider and the IMP. The transactions with the toll chargers are all through the IMP, which acts as a ‘clearing house’ for all of the toll transactions.



Figure 4: information exchange through IMP

### A.1.3.1 XSD files

Full details of the structure of the interface messages are set out in the following .xsd files available from the TC:

11\_EETS\_CEI.xsd

12\_EETS\_Settlement.xsd

13\_EETS\_Lists.xsd

### A.1.3.2 Whitelists and blacklist files

The EP is required to provide both ETC White and Black Lists of its Service User base; these lists have to be complete as opposed to partial, meaning that they have to list each Service User that has an account with them, including all related information, especially the OBU data.

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

List		Content		Update	
Type	OBU Name	Full Name	Comment	Field Type	Frequency
White	cm	Context Mark	Unique issuer identifier	nvarchar(25)	Twice Daily at 10:00 and 16:00 (Dublin Time)
	obu	OBU	Unique OBU identifier	nvarchar(25)	
	vc	Vehicle Class	Universal class Vehicle licence plate	integer	
	vm	Vehicle Registration Number		nvarchar(100)	
Black	cm	Context Mark	Unique issuer identifier	nvarchar(25)	Hourly
	obu	OBU	Unique OBU identifier	nvarchar(25)	
	rs	Reason	Reason code for Blacklisting	nvarchar(256)	

Table 6: ETC List transfer schedule

Service Users that are the EP's account holders will only be permitted to carry out an ETC transaction if they are on the EP's Whitelist and not on the EP's Blacklist.

Classification will be determined using the process set out in the appropriate toll domain statement (TDS) for the toll domain. It is the responsibility of the EP to ensure that the classification data for both the Licence Plate Number and associated OBU is correct and verified.

Upon receipt of a new list, classification is deemed as permanent until expiry of that list. There is no process in place to acknowledge a temporary change in classification details.

### A.1.3.3 CEI (Billing Details) files

The mandatory content, schedule and update frequency for the CEI files according to the Irish national interoperability scheme are detailed in the following table:

List	Content				Update
Type	OBU Name	Full Name	Comment	Field Type	Frequency
CEI	sp	Service Provider	Detected OBU issuer 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 9:30 PM
	cm	Context Mark	Unique TC identifier	nvarchar(25)	
	obu type	OBU Type	Detected OBU identifier.	nvarchar(256)	
	date	Date	Defaulted to ETC 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)	

Table 7: CEI file details

#### A.1.3.4 Settlement Statement

The IMP issues a separate Settlement Statement to the EP from each TC, setting out the amounts owed by the EP to the TC.

The format of the Settlement Statement and Calander Settlement Statement is as set out in the .xsd files above.



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# Ráiteas Fearainn SDLE M50

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Dáta: 20 Márta 2025



## Clár Ábhar

1.	Réamhrá Ginearálta.....	1
1.1	Réamhrá .....	1
1.2	Gluais .....	2
1.3	Bailiúchán Idir-inoibritheach Dola Leictreonach in Éirinn .....	4
1.3.1	Cúlra.....	4
1.3.2	An Creat Conarthach.....	5
1.3.3	Comhéadan Teicniúil .....	5
2.	Fearann SDLE an M50.....	7
2.1	Suíomh.....	7
2.2	Nádúr Dola M50 .....	7
2.3	Dola caighdeánach iníoctha.....	7
2.4	Incháilitheacht agus díolúintí .....	8
2.5	Beartas um Idirbheart Dola .....	8
2.5.1	Cur síos ginearálta ar chruthú an idirbhirt.....	8
2.5.2	Comhlíonadh agus Forfheidhmiú .....	9
2.5.3	Liostaí Bána agus Liostaí Dubha.....	10
2.5.4	Dearbhú Dola .....	10
2.6	An Príomhsholáthraí Seirbhíse .....	11
2.7	Caighdeáin, Comhaontuithe Leibhéal Seirbhíse agus Nósanna Imeachta Díospóide .....	11
3.	Ceanglais Tráchtála agus Oibriúcháin do Sholáthraithe SDLE .....	11
3.1	Rialachas.....	11
3.2	Coinníollacha agus Íocaíochtaí Tráchtála .....	12
3.2.1	Táillí agus Íocaíochtaí.....	12
3.2.2	Íocaíochtaí dola.....	13
3.3	Ceanglas Teicniúil le comhlíonadh ag EPanna.....	13
3.3.1	Ceanglais an chomhéadain .....	13
3.3.2	Feidhmíocht agus KPIanna.....	13
4.	Próiseas Creidiúnaithe do Sholáthraí SDLE nua .....	14
4.1	Iarratas le bheith Creidiúnaithe.....	14
4.2	Comhaontú Creidiúnaithe .....	15
4.3	Triailacha agus Deimhniúchán um Chreidiúnú Teicniúil .....	15
4.4	Socruithe Conarthacha .....	15
4.4.1	An Gníomhas Forleanúna leis an IFA .....	15
4.4.2	Comhaontú Bailiú Dola .....	15

---

4.5 Tús a chur le Seirbhísí .....	15
5. Creidiúnú le haghaidh Fearainn SDLE eile laistigh d'Éirinn .....	16
A.1 Aguisín 1 – Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE.....	17

## Fíoracha

Fíor 1: Léarscáil de bhóithre dola in Éirinn .....	4
Fíor 2: Suíomh an M50 .....	7
Fíor 3: Próiseas le haghaidh Soláthraí Iarrthóra SDLE .....	14

## Táblaí

Tábla 1 Conarthaí Idir-inoibritheachta .....	5
Tábla 2 scéim mhuirearú an M50.....	7
Tábla 3 Nós Imeachta nuair nach ndéantar íocaíocht.....	9
Tábla 4 Nósanna Imeachta agus Leibhéil Seirbhíse.....	11
Tábla 5 Achoimre ar na híocaíochtaí a theastaíonn ó EPanna .....	12

## 1. Réamhrá Ginearálta

### 1.1 Réamhrá

Tá an doiciméad seo beartaithe go príomha do sholáthraithe Sheirbhís Dolaí Leictreonacha na hEorpa (**SDLE**) (“**Soláthraithe SDLE**”) i gcomhthéacs Threoir (AE) 2019/520 ó Pharlaimint na hEorpa agus ón gComhairle an 19 Márta 2019 maidir le hidir-inoibritheacht córas leictreonach dola bóithre agus lena n-éascaítear malartú faisnéise trasteorann maidir le mainneachtain táillí bóithre a íoc san Aontas (an “**Treoir SDLE**”).

Rinneadh an Treoir SDLE a thrasúiomh i ndlí na hÉireann an 13 Aibreán 2023 le Rialacháin an Aontais Eorpaigh (Idir-inoibritheacht Córas Leictreonach Dola Bóthair) 2023 (na “**Rialacháin SDLE**”).

Is é cuspóir an Ráitis Fearainn SDLE seo na coinníollacha ginearálta a leagan amach do Sholáthraithe SDLE chun rochtain a fháil ar fhearann SDLE an M50.

Is é Bonneagar Iompair Éireann (“**BIÉ**”) an Muirear Dola don fhearann SDLE M50 lena mbaineann an Ráiteas Fearainn SDLE seo.

Ní hionann an Ráiteas Fearainn SDLE seo agus tairiscint chun comhaontú a dhéanamh. Coimeádann BIÉ an ceart aige féin athruithe a dhéanamh ar na ceanglais atá liostaithe thíos ag am ar bith.

Is féidir teagmháil a dhéanamh le BIÉ ag:

Bonneagar Iompair Éireann,  
Ceannaire na hIdir-inoibritheachta,  
Ionad Gnó Gheata na Páirce,  
Sráid Gheata na Páirce,  
Baile Átha Cliath 8,  
D08 DK10

Más mian le Soláthraí SDLE seirbhísí a sholáthar ar an fhearann SDLE M50, ní mór dó an próiseas atá leagtha amach i gcuid 4 den doiciméad seo a leanúint. Áirítear leis seo Comhaontú Creidiúnaithe a shíniú leis an Muirearóir Dola, a leagann amach na coinníollacha tráchtála atá i bhfeidhm le linn an phróisis chreidiúnaithe. Tá na tástálacha creidiúnaithe nach mór don Soláthraí SDLE a dhéanamh leagtha amach sa Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE (féach Aguisín A.1 a ghabhann leis an Ráiteas Fearainn SDLE seo).

Is é an Comhlacht Idir-réitigh náisiúnta le haghaidh díospóidí maidir leis an tseirbhís SDLE in Éirinn ná:

An tÚdarás Náisiúnta Iompair  
Dún Scéine  
Lána Fhearchair  
Baile Átha Cliath 2  
D02 WT20.

## 1.2 Gluais

Téarma nó Giorrúchán	Sainmhíniú
Comhaontú Creidiúnaithe	Soláthraíonn an comhaontú seo na téarmaí agus na coinníollacha a bheidh i bhfeidhm le linn an phróisis chreidiúnaithe do EP nua a dhéanann iarratas chun SDLE a sholáthar d'fhearann SDLE an M50.
Comhaontú Creidiúnaithe	Deimhniú um Chreidiúnú Creidiúnaithe eisithe ag TC chuig Soláthraí SDLE a thugann le fios go bhfuil ceanglais Nós Imeachta Creidiúnaithe Teicniúil an tSoláthraí SDLE comhlíonta.
ANPR	Uathaithe Uimhirphlátaí.
AVC	Aicmiú Uathoibríoch Feithicilí.
Liosta Dubh	Liosta feithicilí agus OBUanna sannta do TSP nó EP i gcás nach bhfuil an cuntas gaolmhar bailí a thuilleadh, agus ní bheidh an TSP nó EP faoi dhliteanas an dola a íoc. Soláthraíonn EP nó CTA an Liosta Dubh don IMP.
CCEI	Faisnéis Chomhdhlúite maidir le Muirearú agus Forfheidhmiú. Is comhad é seo a ghin an IMP ina bhfuil idirbhearta dola feithicilí ar Liosta Bán an TSP thar gach pointe dola in Éirinn le linn na tréimhse ama ábhartha bunaithe ar na comhaid CEI arna n-eisiúint ag gach TC. Tá comhad CCEI uathúil do gach CTA nó EP agus eisíonn an IMP é chuig an CTA nó EP. Tá sé seo comhionann leis na Sonraí Billeála, mar atá sainmhínte i gcaighdeán an EFC.
Comhad CEI	Comhad faisnéise maidir le Muirearú agus Forfheidhmiú. Áiríonn an comhad seo sonraí ábhartha maidir le hidirbhearta dola a chuir feithicilí i gcrích ar gach TSP creidiúnaithe nó ar Liosta Bán ETC de chuid EP ag pointe dola an TC laistigh de thréimhse shonraithe ama. Is comhad aonair é a ghineann an TC ina bhfuil idirbhearta gach TSP nó EP creidiúnaithe agus eisítear chuig an IMP lena chomhdhlúthú. Tá sé seo comhionann leis an Dearbhú Dola, mar atá sainmhínte i gcaighdeán an EFC.
Ráiteas Socraíochta Féilire (CSS)	Ráiteas Socraíochta le haghaidh dolaí críochnaithe le linn míosa féilire.
Soláthraí Iarrthóra SDLE (“CEP”)	Is éard atá i Soláthraí Iarrthóra SDLE ná eintiteas a chláraigh a spéis i soláthar SDLE in Éirinn agus nach bhfuil an próiseas creidiúnaithe curtha i gcrích fós aige.
Comhlacht Idir-réitigh	Is eintiteas ainmnithe é an comhlacht idir-réitigh atá freagrach as idirghabháil a éascú idir Muirearóirí Dola a bhfuil fearann SDLE acu laistigh dá chríoch agus Soláthraithe SDLE a bhfuil conarthaí acu nó atá i mbun caibidlíochta conarthacha leis na Muirearóirí Dola sin. Chun críocha Rialacháin SDLE agus Threoir SDLE in Éirinn, is é an tÚdarás Náisiúnta Iompair an Comhlacht Comhréitigh ainmnithe.
Liosta Dubh Comhdhlúite	Liosta arna tháirgeadh ag an IMP ina bhfuil na sonraí Liosta Dubh ó gach TSP agus EP.
Liosta Bán Comhdhlúite	Liosta arna dtáirgeadh ag an IMP ina bhfuil na sonraí Liosta Bán ó gach TSP agus EP.
DCC	Comhairle Cathrach Bhaile Átha Cliath
DSRC	Cumarsáid Ghearr-raoin Tiomnaithe.
An Scéim um Dhíolúine ó Dholaí do Dhaoine faoi Mhíchumas (“DTES”)	Bhunaigh BIÉ DTES in 2019 chun díolúine ó tháillí dola ar bhóithre dola in Éirinn a thabhairt d'Fheithicilí a bunathraíodh do dhaoine faoi mhíchumas.

Téarma nó Giorrúchán	Sainmhíniú
Treoir SDLE	Treoir (AE) 2019/520 ó Pharlaimint na hEorpa.
Fearann SDLE	Cuid de bhóthar nó ítim de bhonneagar bóithre ina gceanglaítear ar aicmí áirithe feithiclí dola a íoc chun é a úsáid.
Ráiteas Fearainn SDLE	Ráiteas a theastaíonn le haghaidh gach Fearainn SDLE faoi na Rialacháin SDLE
Soláthraí SDLE (“EP”)	Is eintiteas é an Soláthraí EETS atá cláraithe lena rialtas náisiúnta mar Sholáthraí EETS a ligeann dá n-úsáideoirí cláraithe íoc as seirbhísí dola ar fhearainn dola EETS trína gcuntais. Ní fhéadfaidh an Soláthraí EETS a thairiscint EETS i bhfearann EETS ach amháin tar éis an próiseas creidiúnaithe a chríochnú go rathúil agus socruithe tráchtála a chomhaontú leis an Muirearóir Dola.
Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE	Leagtar amach sa doiciméad seo (a bhfuil cóip de ag gabháil leis an Ráiteas Fearainn SDLE M50 seo) na ceanglais theicniúla agus na tástálacha maidir le creidiúnú Soláthraí SDLE.
Úsáideoir SDLE	Duine a bhfuil conradh aige le Soláthraí SDLE chun rochtain a fháil ar an SDLE.
Ríomhbhailiúchán Dolaí (“ETC”)	Is éard atá i gceist leis seo ná bealach feithicle a bhrath go leictreonach ag baint úsáide as trealamh braite ag an bpointe dola agus gléas atá suite san fheithicil nó ar mhodh eile chun an fheithicil a shainaithint go huathúil amhail an pláta ceadúnais.
Úsáideoir Seirbhíse ETC	Úsáideoirí bóithre a chláraigh do chuntas le TSP.
Tola Saorshreafa (“FFT”)	Dola gan bhacainní.
Creat-chomhaontú Idir-inoibritheachta (“IFA”)	Is comhaontú iltaobhach é an Creat-chomhaontú Idir-inoibritheachta idir TCanna, TSPanna nó EP agus an IMP. Leagtar amach sa chomhaontú seo na rialacha agus na ceanglais theicniúla, oibríochtúla agus chonarthaacha a cheanglaítear ar pháirtithe ar mian leo leas a bhaint as an tseirbhís IMP cloí leo.
Ardán Bainistíochta Idir-inoibritheachta (“IMP”)	An t-ardán atá freagrach as comhaid an Liosta Bán agus an Liosta Dubh a fháil ó TSPanna agus as comhaid CEI ó TCanna agus as na comhaid liostaí Comhdhlúite agus na comhaid CEI a ghiniúint agus a eisiúint chuig TCanna agus TSPanna agus as ráitis socraíochta a chruthú agus a eisiúint.
Oibreoir IMP	Oibreoir an IMP, arb é Indra Sistemas S.A. atá ann faoi láthair.
PTF	Príomhtháscaire Feidhmíochta.
LPN	Uimhir Phláta Cheadúnais.
Comhad Náisiúnta Feithiclí agus Tiománaithe (“NVDF”)	Is é an Comhad Náisiúnta Feithiclí agus Tiománaithe an bunachar sonraí d’fheithiclí cláraithe in Éirinn.
Aonad Ar Bord (“OBU”)	Tagraíonn sé seo do na comhpháirteanna crua-earraí agus bogearraí atá le húsáid mar chuid den tseirbhís dola atá suiteáilte i bhfeithicil chun cabhrú le sainaitheant na feithicle agus an chuntais TSP nó EP lena mbaineann.
PPP	Comhpháirtíocht Phríobháideach Phoiblí.
Ráiteas Socraíochta (“SS”)	Ráiteas ina leagtar amach suim na ndolaí go léir atá iníoctha ag TSP le TC le linn na tréimhse socraíochta (mí de ghnáth).
Comhaontú Bailiú Dola (“TCA”)	Cuimsíonn an doiciméad seo na téarmaí tráchtála idir TCanna agus TSPanna nó EPanna, lena n-áirítear táille bailiúcháin, freagrachtaí na bpáirtithe faoi seach, agus socruithe chun íocaíochtaí idir TCanna agus EPanna a riar agus a shocrú agus leibhéal seirbhíse agus KPIanna riachtanacha.
BIÉ	Bonneagar Iompair Éireann.

Téarma nó Giorrúchán	Sainmhíniú
Muirearóir Dola (“TC”)	Is eintiteas poiblí nó príobháideach é an Muirearóir Dola a ghearrann dolaí as feithiclí a chur i gcúrsaíocht i bhFearann Dola nó SDLE.
Sonraí Comhthéacs Dola	Faisnéis arna soláthar ag an TC maidir le raon feidhme an mhuirir, agus an taraif is infheidhme ar an bhFearann Dola nó SDLE.
Dola	Is é seo an táille a chaithfidh an t-úsáideoir bóthair a íoc as dul i gcúrsaíocht ar bhóthar áirithe, ar ghréasán bóithre, ar struchtúr, amhail droichead nó tollán, nó ar bhád farantóireachta
Soláthraí Seirbhíse Dola (“TSP”)	Is eintiteas dlíthiúil é seo a sholáthraíonn seirbhísí dola ar fhearann amháin nó níos mó de na réimsí SDLE d’aicme feithicle amháin nó níos mó. Úsáidtear TSP chun Soláthraithe neamh-SDLE atá creidiúnaithe cheana féin agus a sholáthraíonn seirbhísí ar fhearainn dola na hÉireann a chlúdach. Sa doiciméad seo úsáidtear an téarma TSP chun tagairt a dhéanamh do TSPanna neamh-SDLE atá creidiúnaithe cheana féin agus atá ag soláthar seirbhísí dola faoi láthair ar réimsí dola na hÉireann.
Réada Iontaobhais	Eochracha slándála a bhaineann leis an OBU.
Liosta Bán	Liosta feithiclí agus OBUanna de shealbhóirí cuntais bailí arna n-eisiúint ag EP nó TSP chuig an IMP.

## 1.3 Bailiúchán Idir-inoibritheach Dola Leictreonach in Éirinn

### 1.3.1 Cúlra

I gcomhar le gréasán mótarbhealaí den scoth a sheachadadh in Éirinn, thacaigh BIÉ le ETC agus le hidir-inoibritheacht iomlán náisiúnta do gach Úsáideoir Seirbhíse ETC ar fud an ghréasáin sin.

Faoi láthair tá deich mbóthar dola ar an ngréasán bóithre náisiúnta agus ceann eile ar an ngréasán bóithre áitiúla. Tá ocht gcinn de na bóithre dola seo maoinithe ag baint úsáide as PPP agus tá na háiseanna dola a bhaineann leo á gcothabháil agus á bhfeidhmiú ag na lamháltais CPP. Tá dhá cheann de na háiseanna, an M50 agus Tollán Bhaile Átha Cliath, á n-oibriú faoi chonradh thar ceann BIÉ. Ina theannta sin, tá droichead an Nasc Thoir á oibriú ag DCC. Ionchorpraíonn gach áis dola ETC mar mhodh íocaíochta dola.

Tá na bóithre dola in Éirinn léirithe ar an léarscáil thíos:

*Fíor 1: Léarscáil de bhóithre dola in Éirinn*

Bhunaigh BIÉ an IMP agus leanann sé de bheith á bhainistiú (mar údarás soláthair) mar mhol idir-inoibritheachta chun idir-inoibritheacht náisiúnta a éascú. Feidhmíonn an tOibreoir IMP an IMP faoi chonradh thar ceann BIÉ.

Cuimsíonn na páirtithe leasmhara idir-inoibritheachta náisiúnta:

- **BIÉ:** Cuireann BIÉ an struchtúr bainistíochta comhshaoil ar fáil tríd an IMP a sholáthar agus trí chreat conarthach a fhorbairt le haghaidh idir-inoibritheachta dolaí;
- **Oibreoir IMP:** Feidhmíonn an tOibreoir IMP an IMP thar ceann BIÉ;
- **Muirearóirí Dola:** Eintitis a bhfuil sé de chúram orthu na bóithre dola a oibriú agus atá údaraithe dolaí a bhailiú, lena n-áirítear na lamháltais PPP, BIÉ agus DCC. Glacann na heintitis seo go léir le ETC mar mhodh íocaíochta ar a n-áiseanna. Tá sé le tabhairt faoi deara, i gcás ina n-úsáidtear an téarma TC sa Ráiteas Fearainn SDLE seo, féadfar glacadh leis gurb ionann é sin agus BIÉ;
- **Soláthraí Seirbhíse Dola:** Na heintitis a oibríonn agus a bhainistíonn cuntais Úsáideoirí Seirbhíse ETC, lena n-áirítear OBUanna a eisiúint. In Éirinn, cuimsíonn siad seo lamháltais PPP, BIÉ (trí bhranda eFlow) agus dhá sholáthraí seirbhíse dola neamhspleácha. Úsáidtear TSP chun TSPanna neamh-SDLE atá creidiúnaithe cheana féin agus a sholáthraíonn seirbhísí ar fhearainn dola na hÉireann a chlúdach.
- **Soláthraithe SDLE**

### 1.3.2 An Creat Conarthach

Ceanglófar ar Sholáthraithe SDLE na comhaontuithe seo a leanas a shíniú chun seirbhísí SDLE a sholáthar ar fhearann dola SDLE an M50:

**Tábla 1 Conarthaí Idir-inoibritheachta**

<b>Comhaontú Creidiúnaithe</b>	Leagtar amach sa doiciméad seo oibleagáidí an TC agus EP le linn an phróisis chreidiúnaithe agus tá sé ag teastáil ag tús an phróisis chreidiúnaithe.
<b>Creat-chomhaontú Idir-inoibritheachta (IFA)</b>	Leagann an IFA amach na ceanglais oibríochtúla agus theicniúla chun comhéadan a dhéanamh leis an IMP agus na hoibleagáidí conarthacha nach mór do Mhuireareoirí Dola, Soláthraithe Seirbhíse Dola agus Oibreoir an IMP cloí leo agus caithfidh EP é a chur isteach sula gcuireann TSP nó EP tús le seirbhísí dola ar an bhfearann dola.
<b>Comhaontú Bailiú Dola (TCA)</b>	An comhaontú tráchtála idir gach Muirearóir Dola agus an Soláthraí SDLE a leagann amach coinníollacha, oibleagáidí agus freagrachtaí tráchtála, íocaíochtaí agus muirir. Is gá leis seo a bheith i bhfeidhm sula gcuireann TSP nó EP tús le seirbhísí dola ar an bhfearann dola.

### 1.3.3 Comhéadan Teicniúil

Tá an comhéadan feithicle go cois bóthair ar bhóithre dola na hÉireann bunaithe ar DSRC idir trasfhreagróir DSRC nó OBU atá gléasta i bhfeithicil agus rabhchán DSRC suite ar thaobh an bhóthair ag an bpointe dola. Tacaítear le próifíl EN 15509 ar an M50 agus ar gach bóthar dola in Éirinn.

Déantar an comhéadan cúloifige leis an Muirearóir Dola tríd an IMP, a fheidhmíonn mar theach imréitigh d'idirbhearta dola idir gach Muirearóir Dola in Éirinn agus Soláthraí Seirbhíse Dola. Mar atá leagtha amach go mion sa Nós Imeachta um Chreidiúnú Teicniúil, tá an comhéadan idir Soláthraithe SDLE agus an IMP bunaithe ar ISO 12855:2022. Tá an téarmaíocht a úsáidtear san IMP difriúil leis sin atá leagtha amach in ISO 12855, agus liostaítear sa tábla i gcuid [3.2] den Nós Imeachta um Chreidiúnú Teicniúil na teachtaireachtaí a cuireadh ar aghaidh idir an Soláthraí SDLE agus an IMP, agus tá téarmaíocht ISO 12855 agus téarmaíocht an IMP sonraithe.

Ba cheart a thabhairt faoi deara go bhfuil roinnt idirbheart in ISO 12855:2022 nach n-úsáidtear. Áirítear a leanas ann:

- ‘Réada Iontaobhais’ – aistrítear eochracha slándála go fisiciúil chuig an IMP. Gintear agus aistrítear eochracha slándála ag searmanas a reáchtálann Oibreoir an IMP. Soláthraíonn an tOibreoir IMP reatha tiomántán USB leis an gclár máistir excel giniúna eochrach agus leagfaidh siad amach an nós imeachta.
- ‘Sonraí Comhthéacs Dola’ – Tá na sonraí taraife agus uaireanta oibríochta leagtha amach sa Ráiteas Fearainn seo SDLE (féach cuid 2).
- ‘Gearán Úsáideora’ (agus ‘Freagra ar Ghearán an Úsáideora’) – déileáiltear le gearáin úsáideoirí tríd an suíomh Gréasáin [etoll.ie](http://etoll.ie) áit ar féidir leis an Soláthraí SDLE gearáin a logáil, agus is féidir féachaint ar fhreagra ón TC gaolmhar.

Feidhmíonn gach fearann dola in Éirinn i mód ceannasach Muirear Dola, rud a chiallaíonn go bhfuil an t-idirbheart dola tionscanta ag an Muirearóir Dola a bhraitheann an fheithicil ar an mbóthar.

## 2. Fearann SDLE an M50

Leagtar amach sa chuid seo sonraí breise maidir le fearann SDLE M50, lena n-áirítear na Dolaí a chaithfidh Úsáideoirí SDLE a íoc chun fearann SDLE M50 a úsáid, an reachtaíocht is infheidhme agus na próisis agus nósanna imeachta is infheidhme.

### 2.1 Suíomh

Gearrtar dolaí ar thaisteal ag feithiclí neamh-díolmhaithe ar an M50 idir acomhail 6 agus 7 (féach an suíomh ar an léarscáil thíos) de réir na bhFodhlíthe don M50 (idir acomhail 6 agus 7) arna ndéanamh de bhun Acht na mBóithre 1993 (arna leasú) (ar fáil [anseo](#)) (“**Fodhlíthe an M50**”).

*Fíor 2: Suíomh an M50*

### 2.2 Nádúr Dola M50

**Tábla 2 scéim mhuirearú an M50.**

Critéar	Ceanglas is Infheidhme
Laethanta muirir	Gearrtar dola gach lá den bhliain.
Uaireanta muirir	Bíonn na rátaí dola céanna i bhfeidhm ar feadh an lae ar fad gan aon idirdhealú a dhéanamh idir uaireanta éagsúla an lae nó idir laethanta i rith na seachtaine agus an deireadh seachtaine.
Achoimre ar an gcaoi a ríomhtar an táille	Is muirear pointe é dola an M50 bunaithe ar fheithiclí a théann trí dhroichid dola. Socraíonn BIÉ na rátaí dola a chuirtear i bhfeidhm de réir Fhodhlíthe an M50. Ordaíonn siad seo na Dolaí Bunáite (mar atá sainmhínithe i bhFodhlíthe an M50) ar féidir iad a choigeartú go bliantúil i bhfianaise athruithe ar an Innéacs Praghsanna do Thomhaltóirí (féach tuilleadh sonraí i gcuid 2.3 thíos).

### 2.3 Dola caighdeánach iníoctha

Athraíonn dolaí de réir aicme feithicle agus bíonn táillí éagsúla i gceist de réir cibé an bhfuil feithicil neamhchláraithe nó cláraithe. Ina theannta sin, athraíonn na táillí ag brath ar cé acu an bhfuil OBU agus cuntas gaolmhar ag Úsáideoir Seirbhíse ETC le Soláthraí Seirbhíse Dola nó cibé an bhfuil OBU ag Úsáideoir Seirbhíse ETC ach an bhfuil sé cláraithe mar chustaiméir cuntas físeáin.

Tá na dolaí éagsúla infheidhme le fáil sna Fógraí Reachtúla don M50 ag <https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/> nó ar shuíomh Gréasáin eFlow ag <https://www.eflow.ie>

De réir Fhodhlíthe an M50, foilseofar méaduithe dola sna meáin.

## 2.4 Incháilitheacht agus díolúintí

Tá gach feithicil faoi réir íocaíocht dola faoi réir na gcatagóirí feithicilí díolmhaithe seo a leanas (mar atá leagtha amach sa dara sceideal de Fhodhlíthe an M50):

1. Gluaisrothair.
2. Otharchairr agus Feithicilí Briogáide Dóiteáin.
3. Feithicilí a úsáideann baill den Gharda Síochána nó Óglaigh na hÉireann i gcomhlíonadh a ndualgas mar bhaill den sórt sin.
4. Feithicilí Earraí Chomhairle Contae Átha Cliath Theas a úsáidtear i gcomhlíonadh feidhmeanna agus dualgais Chomhairle Contae Átha Cliath Theas.
5. Feithicilí Earraí Chomhairle Contae Fhine Gall a úsáidtear i gcomhlíonadh feidhmeanna agus dualgais Chomhairle Contae Fhine Gall.
6. Feithicilí a úsáideann oibrítheoir an M50, nó aon duine a cheaptar chun an Mótarbhealach M50 a oibriú agus a chothabháil, i gcomhlíonadh dualgas i ndáil leis an Mótarbhealach M50.
7. Feithicilí atá oiriúnaithe go speisialta arna dtiomáint ag daoine faoi mhíchumas arna bhformheas faoin DTES.

## 2.5 Beartas um Idirbheart Dola

### 2.5.1 Cur síos ginearálta ar chruthú an idirbhirt

Cruthaítear idirbheart do gach feithicil a théann tríd an bpointe dola. Seo a leanas achoimre ar chruthú idirbhirt:

- Is muirear aonphointe saorshreafa é an M50 a úsáideann meascán de rabhcháin DSRC agus ceamaraí ANPR chun gluaiseacht feithicilí a ghabháil. Tá an trealamh seo suite ar struchtúr droichid a théann trasna an bhóthair.
- Aithnítear feithicil a théann tríd an bpointe dola trí LPN na feithicle arna ghabháil ag na ceamaraí ANPR, arna fhorlíonadh ag na sonraí ó OBU na feithicle, áit a bhfuil an fheithicil feistithe le ceann, arna ghabháil trí chumarsáid DSRC idir an OBU agus na rabhcháin DSRC suite ar an droichead.
- Aicmítear feithicilí atá feistithe le OBU ag baint úsáide as sonraí ó fhoinsí iolracha chun aicmiú ceart a chinntiú. Gabhtar aicmiú feithicle ar thaobh an bhóthair ag an gcóras AVC agus déantar é a sheiceáil i gcoinne Liosta Bán Comhdhlúite ETC, idirbhearta a deimhníodh roimhe seo agus, i gcás feithicilí Éireannacha, déantar é a sheiceáil in aghaidh rangú na feithicle mar atá cláraithe sa NVDF. Murar féidir an fheithicil a aicmiú go huathoibríoch trí sheiceálacha córais, déanann duine d'oibreoirí an TC an t-idirbheart a athbhreithniú de láimh. Leanann feithicilí nach bhfuil cláraithe laistigh de Phoblacht na hÉireann an próiseas rangaithe céanna seachas seiceáil an NVDF.
- Leanann feithicilí nach bhfuil OBU feistithe orthu an próiseas céanna, ag tabhairt faoi deara go ndéantar seiceáil ar Liosta Bán Comhdhlúite ETC chun a fháil amach an bhfuil an LPN feithicle ag teacht le LPN ar Liosta Bán ETC Comhdhlúite; má dheimhnítear meaitseáil, próiseálfar an fheithicil mar idirbheart ETC agus sannfar í don TSP a bhfuil an OBU cláraithe leis mura gcomhaontófar a mhalairt idir an TC agus TSP sa TCA. Mura ndeimhnítear meaitseáil, déileálfar leis an ngluaiseacht mar ghluaiseacht neamhchláraithe agus beidh ar Úsáideoir Seirbhíse an ETC íocaíocht dola neamhchláraithe a dhéanamh go díreach le eFlow.

- Má chreideann Úsáideoir Seirbhíse ETC/Úsáideoir SDLE gur cúisíodh go mícheart é, féadfar an t-idirbheart a dhíospóid lena TSP/EP, a fhéadfaidh, ar a sheal, díospóid a ardú leis an TC. Tá an próiseas chuige seo leagtha amach san IFA (tá cóip de ar fáil d'iarrthóirí EP tar éis don Chomhaontú Creidiúnaithe a bheith i bhfeidhm). Féadfaidh an TSP/EP díospóid a ardú tríd an limistéar ball mar a thugtar air den suíomh Gréasáin etoll.ie. Féadfar tuilleadh fianaise (amhail grianghraif den fheithicil) a úsáid lena chinntiú go ngearrtar táille cheart ar Úsáideoir Seirbhíse.
- Ní mór OBU na agus Trealamh Cois Bóthair (RSE) a ionchódú le heochracha fiordheimhnithe agus rochtana arna soláthar ag an TSP/EP agus a sholáthar don IMP a roinneann na TCanna cuí leo, ionas gur féidir na sonraí OBU a phróiseáil i gceart agus go slán. Féach cur síos ar conas a fhaightear na príomhshonraí faoi “Réada Iontaobhais” i gCuid 1.3.3.
- Gintear comhaid Faisnéise Muirir agus Forfheidhmithe (CEI) nuair a théann an fheithicil tríd an bpointe dola. Tá faisnéis sna comhaid CEI maidir leis an mbealach feithicle a theastaíonn chun dola a ghearradh. Déanfaidh an BMC na comhaid CEI ó gach TC idir-inoibritheach a chomhdhlúthú agus cruthóidh sé comhaid CEI Comhdhlúite do gach TSP/EP, ina sonraítear na hidirbhearta go léir a chuir gach Úsáideoir Seirbhíse ETC/SDLE ar na pointí dola éagsúla i gcrích.
- Ginfidh an IMP ráitis socraíochta bunaithe ar an bhfaisnéis maidir le táillí a gheofar, ag leagan amach méid iomlán an ioncaim dola atá dlite don TSP/EP don TC don tréimhse socraíochta. Tá an tréimhse socraíochta le haontú idir an TC agus TSP/EP agus is gnách go mbíonn sí go míosúil.
- Eiseoidh TCanna sonraisc chuig an TSP/EP ábhartha ar bhonn ráiteas socraíochta an IMP lúide aon táillí seirbhíse (táillí bailithe dola) mar atá doiciméadaithe sa TCA idir gach TC agus TSP.
- Is féidir íocaíocht a éileamh ó Úsáideoir Seirbhíse an ETC ar mhodhanna eile (i.e. láimhseáilte mar neamhchláraithe) mura bhfuil sonraí an OBU: a) le feiceáil ar Liosta Bán ETC Comhdhlúite bailí, b) ar Liosta Dubh Comhdhlúite an ETC, c) nach bhfuil aitheanta ag an gcóras dola ar chúiseanna seachas a) nó b) thuas.
- Sa chás go bhfuil teipthe ar chumarsáid an DSRC, gabhfar uimhir an phláta ceadúnais agus, más féidir í a mheaitseáil le huimhir pláta ceadúnais ar Liosta Bán Comhdhlúite an ETC agus nach bhfuil sé ar Liosta Dubh Comhdhlúite an ETC, is féidir an t-idirbheart dola a phróiseáil ar an mbealach céanna agus a dhéantar i gcás idirbheart OBU, mar a thuairiscítear thuas.
- Tabhair faoi deara go bhféadann an M50 idirbhearta dola a chruthú agus a phróiseáil trí phláta ceadúnais, ag baint úsáide as an trealamh ANPR. Úsáidtear é seo faoi láthair le haghaidh dola físeáin mar a thugtar air, mar nach féidir le custaiméirí eFlow ach cuntas a chlárú le eFlow gan OBU. Tar éis uimhir an phláta ceadúnais a shainaithint, sanntar an t-idirbheart dola go díreach chuig cuntas eFlow an chustaiméara, i.e., gan é a phróiseáil tríd an IMP. Is é eFlow an t-ainm branda d'oibríocht seachfhoinsithe dolaí an M50 de chuid BIÉ, a sholáthraíonn Turas faoi láthair.
- Tá an cumas ag an IMP freisin idirbhearta a phróiseáil ag baint úsáide as pláta ceadúnais amháin, ag cur an phróisis chéanna a luaitear thuas i bhfeidhm d'idirbhearta DSRC ach níl a leithéid de dolaí idir-inoibritheacha ANPR (físeán) á n-úsáid in Éirinn faoi láthair toisc nach dtacaíonn fearainn dolaí Éireannacha eile le dola físeáin.

### 2.5.2 Comhlíonadh agus Forfheidhmiú

Léiríonn an tábla thíos an amlíne maidir le comhlíonadh, agus na próisis a bheidh i bhfeidhm mura ndéanann Úsáideoir Bóthair atá faoi dhliteanas an dola íocaíocht laistigh den scála ama riachtanach.

**Tábla 3 Nós Imeachta nuair nach ndéantar íocaíocht.**

Critéar	Ceanglas is Infheidhme
Teorainn ama le haghaidh comhlíonta	Ní mór dolaí d'Úsáideoirí Seirbhíse ETC neamhchláraithe a íoc faoi 20:00 an lá tar éis dóibh dul tríd an bpointe dola.
Táille pionóis nó leibhéil fhíneáil	<p>I gcás nach n-íoctar an dola tosaigh atá iníoctha roimh dheireadh na tréimhse íocaíochta ábhartha, beidh Úsáideoir Seirbhíse an ETC, air sin, faoi dhliteanas táille pionóis a íoc (an “<b>Dola Réamhshocráithe Breise</b>”).</p> <p>I gcás nach n-íoctar an Dola Réamhshocráithe Breise roimh dheireadh na tréimhse íocaíochta ábhartha, beidh Úsáideoir Seirbhíse an ETC, air sin, faoi dhliteanas táille bhreise pionóis a íoc (an “<b>Dola Réamhshocráithe Deiridh</b>”).</p> <p>Tá sonraí na Dola is infheidhme le fáil i bhFodhlíthe an M50 atá le fáil ar: <a href="https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/">https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/</a></p>
Próisis phionóis nó fineálacha	Mura ndéantar íocaíocht ar an Dola Réamhshocráithe Deiridh, cuirtear tús le próiseas forfheidhmithe. Déanann an próiseas seo cur síos ar amlíne chun gníomhartha a ardú má fhanann íocaíocht gan íoc. Is féidir an próiseas seo a aistriú chuig soláthraí seirbhíse forfheidhmithe agus féadfaidh sé dul chun na cúirte. Is féidir teacht ar níos mó mionsonraí maidir leis an bpróiseas sin ar: <a href="https://www.eflow.ie/faqs/penalties/">https://www.eflow.ie/faqs/penalties/</a>
Cainéil agus modhanna íocaíochta le haghaidh táillí pionóis nó fineálacha	Nuair a bheidh an próiseas forfheidhmithe tionscanta, ní mór don Úsáideoir Seirbhíse ETC an Dola Réamhshocráithe Breise is infheidhme a íoc. Is féidir tuilleadh sonraí ar bhealaí agus ar mhodhanna íocaíochta le haghaidh táillí pionóis nó fineálacha a fháil ar: <a href="https://www.eflow.ie/faqs/penalties/">https://www.eflow.ie/faqs/penalties/</a>

Tabhair faoi deara go mbaineann na céimeanna thuas le hÚsáideoir Seirbhíse ETC/Úsáideoir SDLE aonair. Tabhair faoi deara freisin go luíonn an dualgas íocaíochta ó Úsáideoir Seirbhíse ETC/Úsáideoir EETS atá ina chustaiméir cláraithe de chuid TSP/EP i gcás ina bhfuil idirbheart bailí thuas curtha i gcrích, ar an TSP/PE, mar atá leagtha amach san IFA agus TCA.

### 2.5.3 Liostaí Bána agus Liostaí Dubha

Ceanglaítear ar EP Liostaí Bána ETC agus Liostaí Dubha ETC a chruthú chun an IMP agus na TCanna a chur ar an eolas faoi na feithiclí atá cláraithe lena sealbhóirí cuntais, agus a stádas cuntais. Tá an struchtúr éigeantach, an t-ábhar, an sceideal agus an mhinicíocht nuashonraithe do Liosta Bán agus Dubh an ETC de réir scéime idir-inoibritheachta náisiúnta na hÉireann sonraithe sa nós imeachta um chreidiúnú teicniúil.

### 2.5.4 Dearbhú Dola

Eiseoidh an TC M50 na dearbhuithe dola le haghaidh sleachta Úsáideoir Seirbhíse/SDLE ETC i gcomhaid bhaisc ar a dtugtar comhaid Faisnéise Muirir agus Forfheidhmithe (CEI) chuig an IMP de réir an ábhair agus an sceidil atá sonraithe san IFA agus an nós imeachta creidiúnaithe teicniúil.

Bainfidh an BMC gach idirbheart a bhaineann go sonrath le gach EP agus le TSPanna eile as an gcomhad seo agus comhdhlúthóidh sé na hidirbhearta sin le gach idirbheart ábhartha eile ó TCanna eile. Seolfaidh an BMC an comhad Faisnéise Comhdhlúite Muirir agus Forghníomhaithe (CCEI) chuig gach EP agus TSP faoi seach. Tá struchtúr chomhaid CCEI leagtha amach sa nós imeachta um chreidiúnú teicniúil.

## 2.6 An Príomhsholáthraí Seirbhíse

Níl aon príomhsholáthraí seirbhíse (mar a shainmhínítear i Rialachán SDLE) d'fhearann SDLE an M50.

## 2.7 Caighdeáin, Comhaontuithe Leibhéal Seirbhíse agus Nósanna Imeachta Díospóide

Tá na nósanna imeachta agus na riachtanais a bhaineann le leibhéal seirbhíse atá le baint amach leagtha amach sna doiciméid atá liostaithe faoi Tábla 4.

**Tábla 4 Nósanna Imeachta agus Leibhéal Seirbhíse**

Critéar	Ceanglas is Infheidhme
Caighdeáin agus sonraíochtaí	Tá siad seo mar atá leagtha amach sa Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE (a bhfuil cóip de i gceangal leis an Ráiteas Fearainn SDLE seo) agus an IFA (is féidir cóip a fháil ó BIÉ tar éis an chéad iarratas ar chreidiúnú a dhéanamh).
Leibhéal Seirbhíse	Tá na leibhéal seirbhíse agus KPIIna riachtanacha leagtha amach sa Chomhaontú um Bhailiú Dola (TCA). Féach cuid 3.3.2 thíos le haghaidh KPIIna.  Leagann an IFA amach freisin riachtanais éagsúla maidir le leibhéal seirbhíse atá le baint amach ag TCanna, TSPanna nó EPanna agus an IMP.
Nós imeachta díospóide	Tá nós imeachta um réiteach díospóide a bhaineann le cúrsaí idir-inoibritheachta conarthacha agus tráchtála leagtha amach san IFA. Tá nós imeachta díospóide breise san áireamh sa TCA.  Faoin IFA, táthar ag súil go gcomhoibreoidh gach páirtí de mheon macánta lena chéile. Déanfar aon saincheisteanna teicniúla nó oibríochtúla a eascróidh a tharchur ar dtús chuig ionadaithe na TCanna/EPanna agus TSPanna a dhéanfaidh gach iarracht an cheist a réiteach. Mura réiteofar an cheist laistigh de 20 lá oibre tar éis don tsaincheist teacht chun cinn, réiteofar díospóidí ag saineolaí neamhspleách a bhfuil eolas réasúnta aige ar an réimse.  Má tá páirtí ar bith sa díospóid míshásta le cinneadh an tSaineolaí Neamhspleách, féadfaidh siad tús a chur le headráin maidir leis an díospóid.  Tá Údarás Náisiúnta Iompair na hÉireann ceaptha de bhun Rialacháin SDLE mar Chomhlacht Idir-Réitigh Náisiúnta SDLE d'Éirinn. Déileálann an Comhlacht Comhréitigh Náisiúnta le díospóidí maidir le rochtain ar an bhfearann dola, táillí agus luach saothair. Déileáiltear le díospóidí ar idirbhearta aonair dola tríd an bpróiseas atá leagtha amach i gcuid 2.5.1 thuas.  Is féidir tuilleadh faisnéise a fháil faoin gComhlacht Náisiúnta Idir-réitigh ag:  <a href="https://www.nationaltransport.ie/wp-content/uploads/2011/12/Conciliation_Procedure_in_relation_to_disputes_between_Europe_an_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_Europe_an_Electronic_Toll_Service_Providers_Toll_Chargers_-_March_2014.pdf</a>

## 3. Ceanglais Tráchtála agus Oibríocháin do Sholáthraithe SDLE

### 3.1 Rialachas

- a) Ceanglaítear ar a laghad na príomhphearsanra ainmnithe seo a leanas a bheith ag Soláthraithe SDLE le linn na tréimhse oibríochta:
  - i. Bainisteoir Oibríochtaí

- ii. Bainisteoir Airgeadais
- iii. Bainisteoir Seirbhísí do Chustaiméirí
  - b) Le linn na tréimhse oibríochta, Soláthróidh EPanna pointí teagmhála do chumarsáid laethúil ó BIÉ agus ón IMP maidir le fiosrúcháin ó chustaiméirí, fiosrúcháin maidir le híocaíocht agus fiosrúcháin seirbhíse. Is dócha go mbeidh siad seo ar siúl gach mí ar a laghad.
  - c) Le linn na tréimhse oibríochta, freastalóidh EPanna ar chruinnithe rialta athbhreithnithe le BIÉ, le BMC agus le TCanna eile mar a comhaontaíodh sa TCA (i.e. cruinniú den Ghrúpa Oibre um Idir-inoibritheacht Dola). Is dócha go mbeidh siad seo ar siúl gach dhá mhí ar a laghad.
  - d) Cuirfidh EPanna in iúl dá nÚsáideoirí ETC gur cheart aon cheisteanna nó barúlacha a d'fhéadfadh a bheith acu a dhíriú ar fhoireann EP, agus níor cheart dóibh iarracht a dhéanamh teagmháil dhíreach a dhéanamh leis an TC nó leis an IMP.

## 3.2 Coinníollacha agus Íocaíochtaí Tráchtála

Leagtar amach sa chuid seo na coinníollacha tráchtála idir an Soláthraí SDLE agus an TC.

Sula dtosaíonn EP ag soláthar seirbhísí dola ar Fhearann SDLE an TC, ní mór go mbeadh na nithe seo a leanas aige:

- an Gníomhas Forleanúna leis an IFA a chomhaontú agus a shíniú;
- Comhaontú Bailithe Dola (TCA) leis an TC curtha i bhfeidhm, ag leagan amach na príomhthéarmaí tráchtála, lena n-áirítear an táille bailithe dola

### 3.2.1 Táillí agus Íocaíochtaí

Leagtar amach sa tábla seo a leanas na híocaíochtaí agus na táillí a bhaineann le EP a thairgeann seirbhísí ar Fhearann SDLE M50. Leagfar amach leibhéal beartaithe na dtáillí sin sa Chomhaontú Creidiúnaithe agus cumhdófar é in IFA agus sa TCA a dhéanfar idir BIÉ agus an EP.

Ba chóir a thabhairt faoi deara, má tá sé beartaithe ag an CEP seirbhísí a sholáthar do níos mó ná Fearann SDLE amháin in Éirinn, ní bheidh gá ach an táille chomhtháthaithe IMP agus an táille sheasta IMP a íoc don chéad fhearann SDLE Éireannach ar a bhfuil an CEP creidiúnaithe.

**Tábla 5 Achoimre ar na híocaíochtaí a theastaíonn ó EPanna**

Íocaíocht	Ó	Go dtí	Dlíte	Leagtar amach i
Táille Creidiúnaithe	EP	BIÉ mar TC	Tar éis síniú an Chomhaontaithe Creidiúnaithe, agus sula gcuirtear tús le tástáil chreidiúnaithe	Tá sé seo leagtha amach agus comhaontaithe sa Chomhaontú Creidiúnaithe.
Táille atástála creidiúnaithe	EP	BIÉ mar TC	Roimh atástáil aon tástálacha ar theip orthu le linn an chreidiúnaithe	Tá sé seo leagtha amach agus comhaontaithe sa Chomhaontú Creidiúnaithe.
Táillí IMP – Íocaíocht Chomhtháthaithe	EP	[BIÉ mar údarás soláthair IMP]	Ar shíniú Gníomhas Forleanúna leis an IFA agus ina dhiaidh sin nuair a bhainfear garspriocanna líon na n-idirbheart amach le linn Thréimhse an Chonartha	Sceideal 7 den IFA

Íocaíocht	Ó	Go dtí	Dlite	Leagtar amach i
Táillí IMP – Íocaíocht Oibríochtúil Seasta	EP	[BIÉ mar údarás soláthair IMP]	Míosúil le linn oibríochtaí	Sceideal 7 den IFA
Táillí IMP – Íocaíochtaí Oibriúcháin Athraitheacha	EP	[BIÉ mar údarás soláthair IMP]	Míosúil le linn oibríochtaí	Sceideal 7 den IFA
Táillí dola	EP	BIÉ mar Mhuirearóir Dola	Míosúil le linn oibríochtaí in aghaidh sonrasc ó TC	Na dolaí atá dlite ar fheithiclí úsáideoirí EP mar atá leagtha amach sa Ráiteas Socraithe Féilire (CSS) lúide an táille bailithe comhaontaithe de chuid PE mar atá leagtha amach sa TCA.
Táillí athchreidiúnaithe	EP	BIÉ mar údarás soláthair IMP	Más rud é, le linn gnáthoibríochtaí, go dtugann EP fógra do BIÉ maidir le hathruithe a éilíonn roinnt tástálacha athchreidiúnaithe, sula gcuirfear tús leis na tástálacha.	Déileálfar le táillí athchreidiúnaithe de réir an IFA agus/nó an nós imeachta um rialú athraithe faoin TCA.

### 3.2.2 Íocaíochtaí dola

Mar a luadh thuas, tá dualgas ar EP an dola a íoc leis an TC (lúide táille bailithe comhaontaithe EP), as idirbheart bailí SDLE (ní mór don fheithicil a bheith ar Liosta Bán ETC agus ní ar Liosta Dubh ETC den EP) a bhaineann le duine dá Úsáideoirí SDLE, beag beann ar chumas EP an dola a aisghabháil ón Úsáideoir SDLE. Tá EP freagrach as an aicme taraife cheart le haghaidh feithicilí a shonrú ar a Liosta Bán ETC.

Déanfar íocaíochtaí trí ríomhaistriú cistí chuig cuntas a shonróidh an TC. Tá sonraí breise leagtha amach sa TCA.

## 3.3 Ceanglas Teicniúil le comhlíonadh ag EPanna

### 3.3.1 Ceanglais an chomhéadain

Tá na ceanglais chomhéadain don dá phointe comhéadain idir TC agus EP leagtha amach sa Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE (féach Aguisín A.1).

### 3.3.2 Feidhmíocht agus KPIanna

#### 3.3.2.1 Forbhreathnú agus próiseas KPIanna.

Tá EP freagrach as a chinntiú go dtabharfar aghaidh ar aon saincheistean a d'fhéadfadh tionchar a bheith acu ar mhuirearú ETC a luaithe is féidir.

Féadfar ceanglais feidhmíochta a leagan amach san IFA agus sa TCA.

## 4. Próiseas Creidiúnaithe do Sholáthraí SDLE nua

Déanann an ghrafaic thíos cur síos ar an bpróiseas atá ag teastáil le haghaidh EP nua ("**Soláthraí Iarrthóra SDLE**" nó "**CEP**") chun seirbhísí a sholáthar ar Fhearann SDLE an M50. D'fhéadfaí roinnt céimeanna a ghlacadh i gcomhthráth ach ní mór don CEP a chinntiú go bhfuil a OBU na inghlactha ag Muirearóir Dola an M50. B'fhéidir gur mian leis an CEP go ndéanfaí tástáil ar a OBU na ar na fearainn dolaí eile in Éirinn chun a chinntiú gur féidir leo a gcuid seirbhísí a thairiscint ar na fearainn dola sin amach anseo. Is féidir leis an IMP é seo a éascú ach ní mór socruithe a dhéanamh leis na Muirearóirí Dola aonair de réir an nós imeachta creidiúnaithe ábhartha. Éilíonn an próiseas freisin tástáil agus bailíochtú an chomhéadain chúloifige idir an CEP agus an IMP agus an próiseas iomlán ó cheann go ceann.

Tá achoimre sa léaráid thíos ar an bpróiseas chun creidiúnú a fháil ar an M50 le haghaidh Soláthraí Iarrthóra SDLE (CEP). Déantar cur síos níos mine ar gach ceann de na próisis sna codanna seo a leanas.

*Fíor 3: Próiseas le haghaidh Soláthraí Iarrthóra SDLE*

### 4.1 Iarratas le bheith Creidiúnaithe

Ar an gcéad dul síos, ba cheart do CEP dul i dteagmháil le BIÉ ag an seoladh atá leagtha amach i gCuid 1 thuas. Féadfaidh an CEP plé neamhfhoirmiúil a iarraidh le BIÉ ar an gcéad dul síos, agus má chinneann sé dul ar aghaidh, ba cheart dó iarratas foirmiúil a dhéanamh chuig BIÉ chun an fhaisnéis seo a leanas a sholáthar:

1. Ráiteas gur mian le CEP a bheith ina EP d'fhearann SDLE an M50, agus go dtuigeann sé na hoibleagáidí atá leagtha amach in Airteagal 5(1) de Threoir 2019/520 SDLE maidir le Fearainn SDLE eile in Éirinn;
2. Sonraí an CEP (lena n-áirítear a ainm dlíthiúil iomlán, uimhir chláráithe cuideachta, seoladh cuideachta cláráithe, ainm trádála nó gnó, uimhir ghutháin agus seoladh ríomhphoist);
3. Sonraí maidir le clárú Soláthraí SDLE an CEP agus an tír clárúcháin (má bhaineann);
4. Sonraí ionadaí an CEP (lena n-áirítear ainm, seoladh, uimhir theileafóin agus seoladh ríomhphoist);
5. Sonraí i dtaobh líon na mblianta a bhfuil gnó á sheoladh ag an CEP faoina ainm reatha;
6. Sonraí ar stádas corparáideach an CEP;
7. Soláthróidh an CEP ráiteas, i bhfoirm agus i substaint a shásóidh BIÉ, á dheimhniú:
  - a) nach bhfuil sé dócmhainneach, féimheach nó á fhoirceannadh, nach bhfuil sé tar éis dul i riarachán, scrúdaitheoireacht nó próiseas coibhéiseach eile nó próiseas comhchosúil, nach bhfuil socrú déanta aige le creidiúnaithe, nár fionraíodh ó ghníomhaíochtaí gnó é nó nach bhfuil sé in aon staid analógach a eascraíonn as nós imeachta comhchosúil faoi dhlíthe agus rialacháin náisiúnta;
  - b) nár ciontaíodh é in aon chion coiriúil a bhaineann lena iompar gairmiúil;
  - c) go bhfuil a oibleagáidí comhlíonta aige maidir le ranníocaíochtaí slándála sóisialta a íoc i gcomhréir le dlí na tíre ina bhfuil sé bunaithe; agus
  - d) go bhfuil a oibleagáidí comhlíonta aige maidir le cánacha a íoc i gcomhréir le dlí na tíre ina bhfuil sé bunaithe.

8. Cur síos mionsonraithe ar an trealamh teicniúil atá le soláthar ag an CEP chun críocha ETC a éascú i gcomhréir leis an IFA;
9. Ráiteas ina leagtar amach beartas conarthach beartaithe an CEP i leith Úsáideoirí SDLE, ag ionchorprú príomhthearmaí agus coinníollacha conartha atá beartaithe; agus
10. Plean bainistíochta riosca domhanda ina leagtar amach na bearta meastóireachta agus maolaithe ar na rioscaí a bhaineann lena soláthar ETC.

## 4.2 Comhaontú Creidiúnaithe

A luaithe a gheobhaidh BIÉ an t-iarratas atá leagtha amach thuas, agus má tá meastóireacht déanta air mar iarratas iomlán, féadfaidh an CEP agus BIÉ dul isteach i gComhaontú Creidiúnaithe. Leagtar amach sa Chomhaontú Creidiúnaithe na hoibleagáidí ar BIÉ agus ar an CEP le linn an phróisis chreidiúnaithe, na táillí creidiúnaithe agus na catagóirí táillí a bheidh i bhfeidhm le linn oibríochtaí, agus an luach saothair (táille bailithe dola) don CEP le linn oibríochtaí.

## 4.3 Trialacha agus Deimhniúchán um Chreidiúnú Teicniúil

A luaithe a bheidh an Comhaontú Creidiúnaithe sínithe ag an dá pháirtí, agus na táillí riachtanacha go léir íoctha, déanfar na tástálacha creidiúnaithe. Tá na tástálacha creidiúnaithe riachtanacha leagtha amach sa Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE (féach Aguisín A.1).

Nuair a bheidh na tástálacha seo go léir críochnaithe chun sástachta BIÉ, eiseoidh BIÉ Deimhniú Creidiúnaithe don CEP.

## 4.4 Socruithe Conarthacha

Nuair a bheidh an Deimhniú Creidiúnaithe faighte ag an CEP, ní mór na conarthaí agus na comhaontuithe tráchtála a thabhairt chun críche mar atá leagtha amach thíos chun ligean dá sealbhóirí cuntais a gcuntais a úsáid ar bhóthar dola M50.

### 4.4.1 An Gníomhas Forleanúna leis an IFA

Próiseáiltear gach dola idir-inoibritheach d'Fhearainn dola na hÉireann tríd an IMP. Chun an tseirbhís seo a úsáid, ní mór don CEP Gníomhas Forleanúna leis an gCreat-Chomhaontú Idir-inoibritheachta (IFA) a shíniú. Tá cóip den IFA, lena n-áirítear an Gníomhas Forleanúna, ar fáil ó BIÉ tar éis iarratas foirmiúil a fháil ón CEP ar chreidiúnú.

Má tá an CEP creidiúnaithe ar aon Fhearann dola eile in Éirinn, is féidir go mbeidh Gníomhas Forleanúna leis an IFA sínithe acu cheana féin.

### 4.4.2 Comhaontú Bailiú Dola

Ní mór don CEP Comhaontú um Bhailiú Dola (TCA) a fhorghníomhú leis an Muirearóir Dola don M50 – BIÉ. Tá samhail den TCA san IFA a leasófar chun téarmaí tráchtála sonracha a chur san áireamh a bhainfidh le EP.

## 4.5 Tús a chur le Seirbhísí

A luaithe a bheidh an Deimhniú Creidiúnaithe ag an CEP agus an Gníomhas Forleanúna leis an IFA sínithe aige, agus an TCA forghníomhaithe ag an dá pháirtí, comhaontóidh an CEP dáta le haghaidh tús a chur le seirbhísí don M50 le BIÉ. Cuirfear tús le seirbhísí le treoirthréimhse nuair a thosaíonn an tseirbhís le líon teoranta sealbhóirí cuntais, agus, go dtí go mbeidh an fheidhmíocht seirbhíse riachtanach léirithe, ní leathnaítear an

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tseirbhís chuig sealbhóirí cuntais uile an CEP. Tá sonraí na treoirthréimhse leagtha amach sa doiciméad Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE (féach Aguisín A.1).

## **5. Creidiúnú le haghaidh Fearainn SDLE eile laistigh d'Éirinn**

Tá muirear dola ag gach Fearann SDLE in Éirinn, agus ráiteas fearainn dola (TDS) a leagann amach na riachtanais ar leith don fhearann sin. Mar sin féin, déanann gach TC reatha d'Fhearainn SDLE in Éirinn íocaíochtaí idir-inoibritheacha a phróiseáil tríd an IMP.

Maidir le Soláthraí SDLE atá creidiúnaithe cheana féin ar an M50, is dócha, ó thaobh teicniúil de, go bhfuil creidiúnú ar Fhearainn SDLE eile na hÉireann simplithe go mór, toisc go bhfuil idirbhearta EP leis an IMP go bunúsach mar an gcéanna le hidirbhearta an M50. Mar sin féin, is dócha go mbeidh méid tástála ag teastáil le haghaidh Fearainn SDLE nua, go háirithe an OBU.

Clúdóidh an Gníomhas Forleanúna leis an IFA idir-inoibritheacht theicniúil le gach TC Éireannach. Ar ndóigh, beidh sé riachtanach don EP Comhaontú nua um Bhailiú Dola (TCA) a chaibidil le gach TC ar mian leo seirbhísí a sholáthar dó.

Ceanglaíonn Treoir SDLE ar Sholáthróirí SDLE seirbhísí a sholáthar do gach Fearainn SDLE i dtír laistigh de 24 mhí ó sholáthar seirbhísí d'fhearann amháin, agus molann BIÉ go láidir do gach Soláthraí SDLE atá creidiúnaithe ar an M50 creidiúnú a fháil freisin chun seirbhísí a sholáthar do gach Fearainn SDLE in Éirinn.

## **A.1 Aguisín 1 – Nós Imeachta um Chreidiúnú Teicniúil do Sholáthraí SDLE**



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