



LinkingSlovenia • DARS

DARS d.d.
Motorway Company in the Republic of Slovenia

**Tolling system in the
Republic of Slovenia**

Moscow, 23 rd November 2011

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Motorway Company in the Republic of Slovenia

- Established in **1993** by law, commencement of business 1 January **1994**
- Ownership: **100%** Republic of Slovenia
- Motorways and expressways in operation and maintenance (31.12.2010): **606,6 km**;
- Number of employees (31.12.2010): **1.247**

Construction of motorways in the Republic of Slovenia

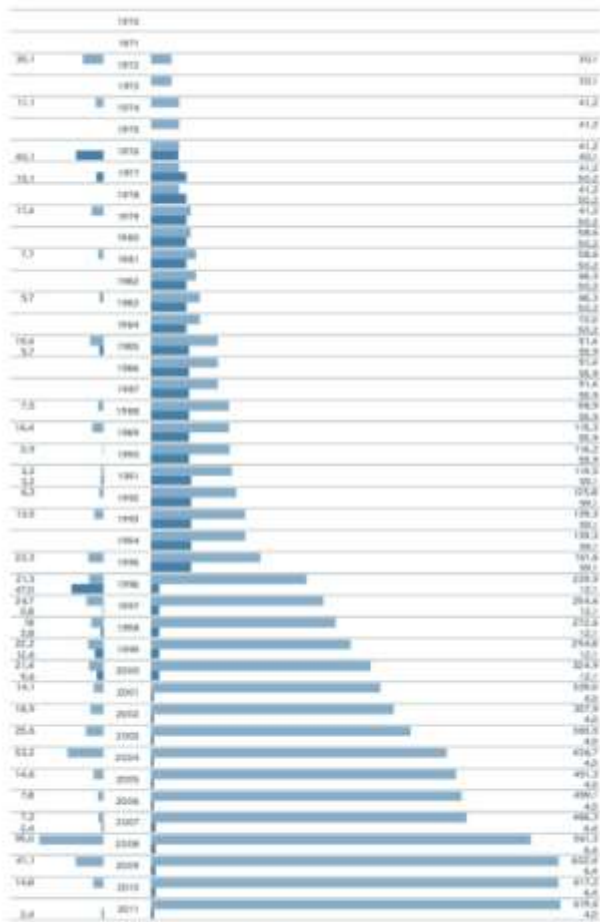
The construction of the motorway network in Slovenia started in the 1970s; the first section was finished in 1973 and the collection of toll was implemented in the same year as well.

Between 1973 and 1994, we opened for traffic 198.4 km of motorways i.e. on average 8 km of motorways per year which was with regard to the Slovenian strategic position not enough.

From the establishment of DARS d.d. and until now, 528 km of motorways were constructed in total which amounts to 31 km per year.

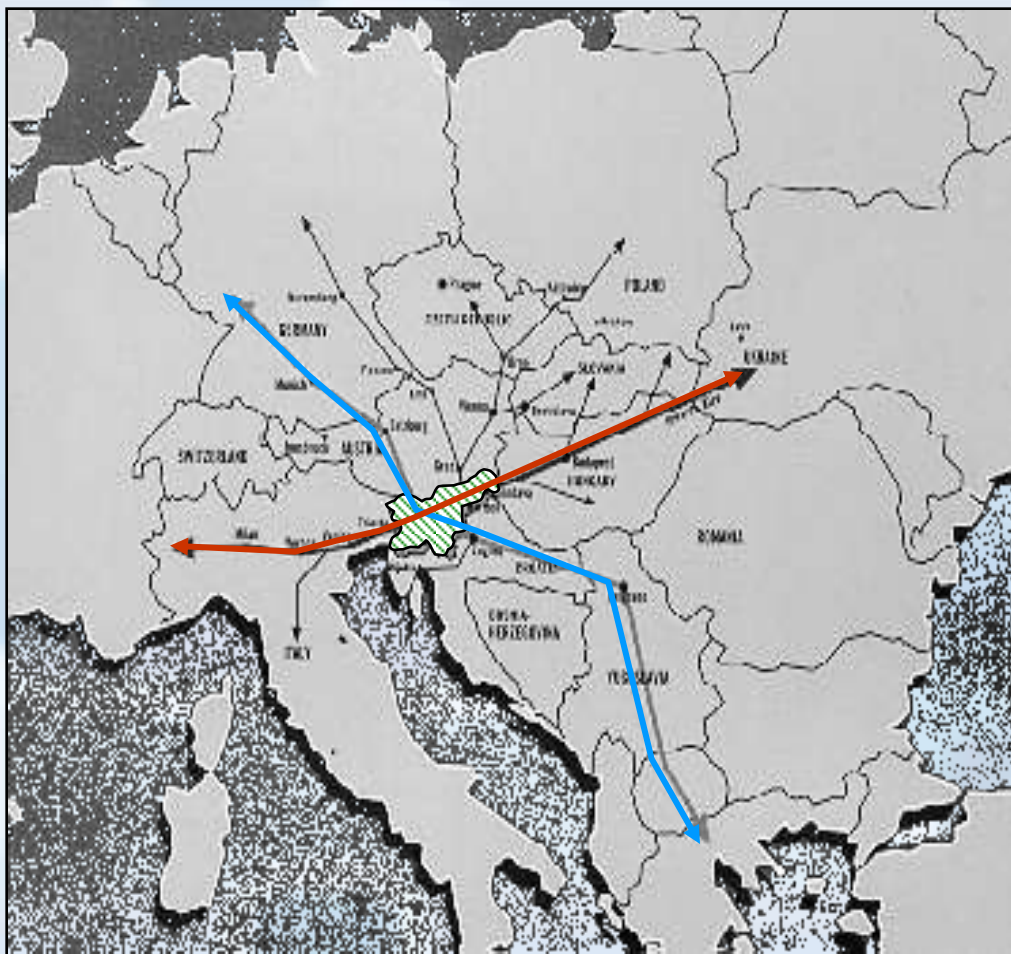
Construction of motorways in the Republic of Slovenia

Kronologija gradnje slovenskih avtocest 1970 - 2011



With the development of the road network, the toll system was gradually developing and changing as well.

Network integration into TEN*



5th European Corridor:

Trieste (I) - Koper -
Ljubljana - Budapest (H)

386 km in Slovenia

10th European Corridor:

Villach (A) - Tunnel Karavanke
- Ljubljana - Zagreb (HR) -
Thessalonica (G)

177 km in Slovenia

Toll collection in Slovenia



Toll collection in Slovenia

In the beginning, the toll was collected at toll stations by stopping of vehicles and the means of payment was exclusively cash.

The tolling system was developing simultaneously with the motorway network. The development of the tolling system was always decisively influenced by the politics and its decisions.

All decisions related to the toll system in the Republic of Slovenia are in exclusive jurisdiction of the state or the Government of the Republic of Slovenia and DARS is merely its contractor.

Before Slovenia's accession to the EU, we harmonised our system for tolling of cargo vehicles with the EU requirements.

Toll collection in Slovenia

Today, the tolling system is not optimal as the tolling of vehicles takes place in two different systems:

- for vehicles with maximum permissible weight of up to 3.5 t and
- for vehicles with maximum permissible weight over 3.5 t,

which as a rule are independent from each other, but allow the tolling of all vehicles which use Slovenian motorways and are harmonised with the EU requirements.

We are currently implementing activities for the modernisation of the system.

Toll collection in Slovenia

Vehicles up to 3,5 t maximum permissible weight



Vehicles above 3,5 t maximum permissible weight



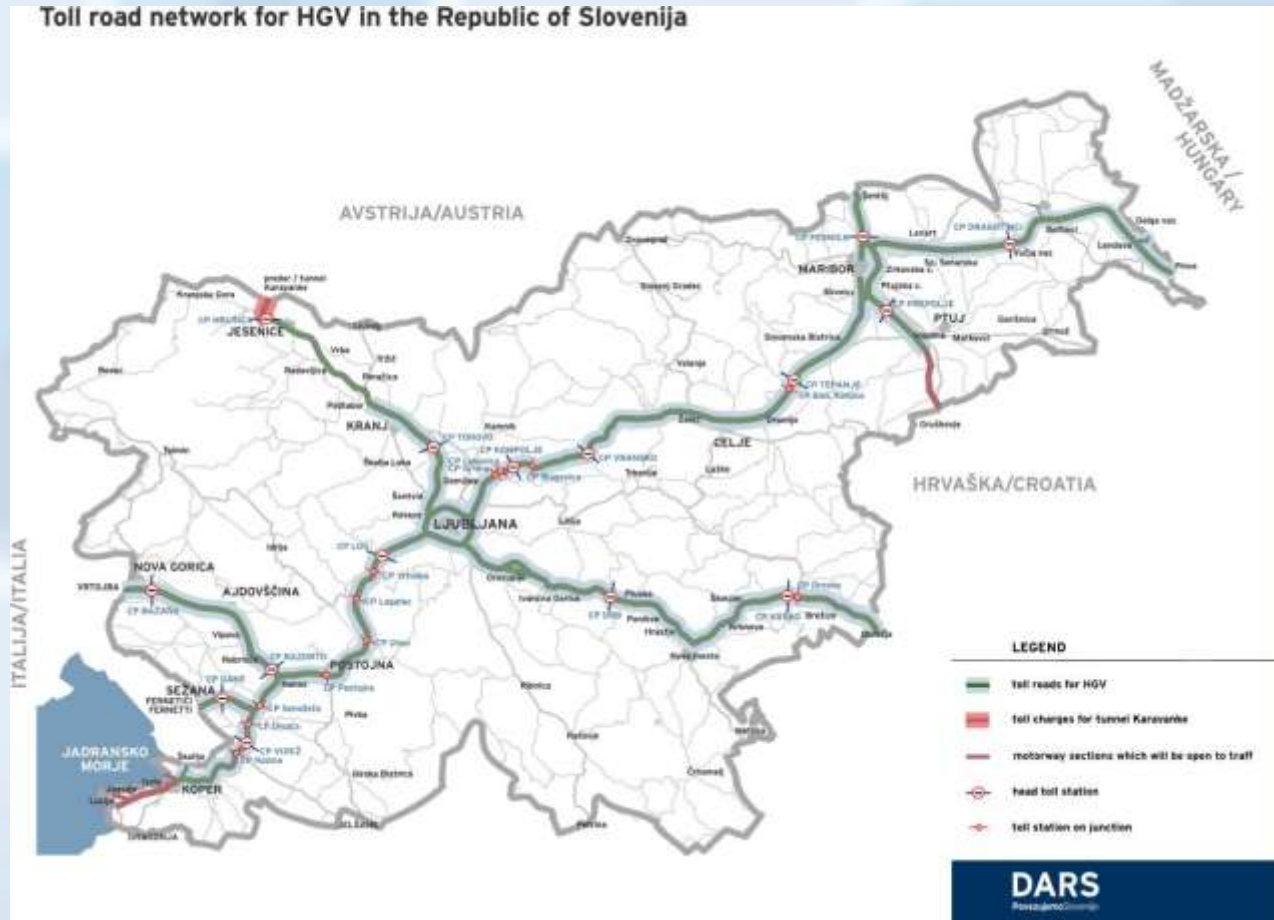
Toll collection in Slovenia - vehicles above 3,5 t



Toll collection in Slovenia - vehicles above 3,5 t

DARS manages almost 607 km of motorways and expressways and more than 163 km connections to these roads. The toll for vehicles with maximum permissible weight over 3.5 t is collected on **545 km** or **90%** of all motorways and expressways.

Toll road network for HGV in the Republic of Slovenija



The tolling of cargo vehicles with maximum permissible weight over 3.5 t takes place exclusively at toll stations upon the passing of the vehicle by the toll station - toll is subject to the actually travelled distance.

There are 27 toll stations in the toll network.

Tolling is implemented in the open and in the closed tolling systems.

Toll collection in Slovenia - vehicles above 3,5 t

Toll roads in the open tolling system

On the roads with the open tolling system, a toll station simultaneously represents the access and the exit points. The toll price depends on the calculated and not on the actually travelled distance. The user only pays toll if he passes the toll station.

The open tolling system includes 432.5 km of motorways.

Toll roads in the closed tolling system

The user in the closed tolling system enters the motorway system at the toll station and upon the exit from the motorway pays toll at the exit toll station. In comparison to the open tolling system, the particularity of this system is that the amount of toll depends more on the travelled distance and has a special entry and a special exit toll stations. This is absolutely a fairer system because the user actually pays only for the travelled distance.

The closed tolling system includes over 107 km of motorways.

Toll collection in Slovenia - vehicles above 3,5 t

Number of cargo vehicle passes at all toll stations according to years





Toll collection in Slovenia - vehicles above 3,5 t

Toll differentiation

1. Differentiation with regard to toll classes:

- R3 or the 1st toll class and
- R4 or the 2nd toll class.

Toll classes		
R3 (1 st toll class)		The vehicles with two or three axles whose maximum permissible weight is over 3,500 kg, and the groups of vehicles with two or three axles whose maximum permissible weight of their trailers is over 3.500 kg.
R4 (2 nd toll class)		The vehicles with more than three axles whose maximum permissible weight is over 3,500 kg, and the groups of vehicles with more than three axles whose maximum permissible weight of their trailers is over 3.500 kg.

2. Differentiation with regard to EURO emission classes:

- EURO, 0, I, II - entire toll,
- E 3 - vehicles with EURO III - reduced toll (on average by 12.5%),
- E 4 - vehicles with EURO IV or higher (on average by 22.5%).

Toll classes	EURO emission class	
R3 (1 st toll class)	E3 (vehicles with EURO III)	E4 (vehicles with EURO IV or higher)
R4 (2 nd toll class)	E3 (vehicles with EURO III)	E4 (vehicles with EURO IV or higher)

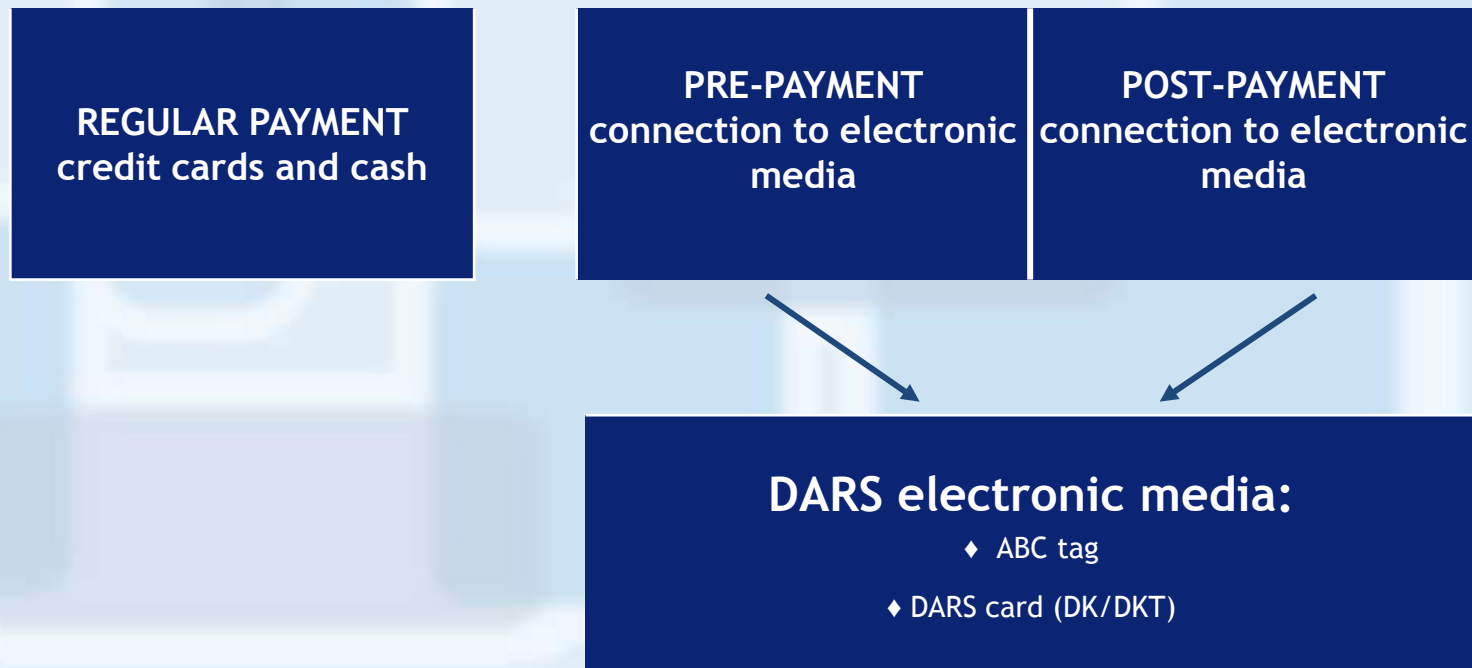
Toll collection in Slovenia - vehicles above 3,5 t

3. Differentiation with regard to the part of the day - the vehicles in EURO 0, I or II classes and vehicles which do not pay toll with appropriately initialised electronic DARS media or which pay toll in cash or with credit cards:
- Reduced toll during night time between 10 p.m. and 6 a.m. (on average reduced toll with regard to the time of the day - 10%).

Toll cost in EUR for vehicles whose maximum permissible weight exceeds 3,500 kg.				
Toll station KOMPOLJE - open toll system	6h-22h	22h-6h	E3	E4
R3 (1 st toll class)	7,10	6,40	6,20	5,50
R4 (2 nd toll class)	10,30	9,30	9,00	8,00

Toll collection in Slovenia - vehicles above 3,5 t

Methods of toll payment



Toll collection in Slovenia - vehicles above 3,5 t

DARS electronic media

ABC system electronic tag (ABC tag)



Enables toll station passes at the decreased speed of 40 km/h on fast lanes and at 5 km/h on combined lanes without stopping of the cargo vehicle.

The tolling with ABC tags is based on the microwave technology (DSRC*) at the frequency of 2.45 MHz.

It enables payments in pre-payment and post-payment systems; its adjustment with regard to the EURO emission class allows the payment of reduced toll.

* Dedicated Short-range Communications



Toll collection in Slovenia - vehicles above 3,5 t

DARS electronic media

DARS cards and DARS cards Transporter (DARS card)



The DARS card Transporter (DKT) and the DARS card (DK) are swipe chip cards, which enable non-cash toll payment resulting in simpler and faster toll station passing. The driver who is approaching a toll station only needs to hold the card to the reader installed at all toll station cubicles, waits for the toll collector to define the toll class, and after the gate opens, the user can continue his journey.

The cards enable payments in pre-payment and post-payment systems; their adjustments with regard to the EURO emission class allow the payment of appropriately reduced toll.



Toll collection in Slovenia - vehicles above 3,5 t

Regular payment of toll

The toll can be paid **regularly** at every passage of the toll station with:

- cash or
- credit cards.

At **regular** payment with cash or credit cards, the users are not entitled to the discounts or reduced toll on the basis of EURO emission classes.

In addition to the regular payment of toll, cash and credit cards allow the **loading of credit** on the DARS d.d. electronic media - DARS card (DK), DARS card Transporter (DKT) and ABC tag.



Credit cards:



Toll collection in Slovenia - vehicles above 3,5 t

Pre-payment of toll

The pre-payment of toll is intended to the users of the DARS d.d. electronic media:

- DARS card/DARS card Transporter and
- ABC tag.

The pre-payment method of toll payment anticipates a certain amount of pre-paid credit on the electronic medium. Upon passing the toll station, the system reduces the credit for the amount of toll.

The credit can be loaded onto the DARS d.d. electronic media on the basis of:

- immediate payment at the toll station or at the credit card/cash lane;
- preliminary payment to the DARS d.d. bank account according to a pro forma invoice which can be prepared by the users themselves at the User Portal website.

Toll collection in Slovenia - vehicles above 3,5 t

Pre-payment of toll

After the payment of the credit on the basis of the pro forma invoice, the credit is loaded directly onto the selected electronic medium upon the first passing of a toll station, or the credit can be loaded onto the medium at the toll station with a delivery note.

Benefits of toll pre-payment

The payment of toll with the DARS card, the DARS card Transporter and the ABC tag is also cheaper because the purchase of a certain amount of credit provides the following discounts:

Purchase of credit in the amount	Amount of discount
from 60 EUR to 210 EUR	5%
from 210 EUR to 400 EUR	10%
400 EUR and more	13%

Toll collection in Slovenia - vehicles above 3,5 t

Deferred toll payment is intended to the users of the DARS d.d. electronic media:

- DARS card/DARS card Transporter and
- ABC tag.

The electronic media only record passes at toll stations, and the payment is implemented for the previous month on the basis of the issued collective invoice.

The deferred toll payment is available to/with:

- users who are subject to VAT and who conclude a contract with DARS d.d.,
- connection of an electronic medium to any of the credit cards which enable post-payment of toll (Petrol Magna, OMV Routex Slovenija, Diners, Multi service, Shell, eurowag).

Toll collection in Slovenia - vehicles above 3,5 t

Users subject to VAT

The users who are subject to VAT and who pay toll with DARS electronic media can apply the service of the **deferred toll payment** (once a month for the previous month) by concluding a contract with DARS d.d. on the deferred toll payment.

When passing toll stations, the users only record their passes, and in the following month, DARS d.d. issues the invoice with the actual monthly use according to the individual electronic medium.

In addition to one-month's delay in the payment of toll, the users of the electronic media are entitled to the following quantity discounts:

Monthly use in gross amount of at least	The amount of discount
EUR 420	4% from net amount of toll
EUR 830	5% from net amount of toll
EUR 1.250	7% from net amount of toll
EUR 1.670	10% from net amount of toll

Toll collection in Slovenia - vehicles above 3,5 t

Implementation of control and penalty systems

With regard to the fact that tolling is currently being implemented at toll stations, the control and penalty systems are adjusted accordingly as the opportunities for evading payment in this system are smaller in comparison to the system where tolling is being implemented in the free-flowing traffic.

The opportunities for system abuse have increased with the introduction of the differential tolling with regard to EURO emission classes, and it is therefore of key importance that the control system over potential offenders is implemented.

Surveillance takes place at the control centre with the aid of video surveillance cameras and cameras for recognition of registration plates which are located at toll stations, tolling equipment and appropriate application support.

Toll collection in Slovenia - vehicles up to 3,5 t



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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila, s priklopljenim ali brez, največja dovoljena masa na praga 3,5 t.

Veljavnost od 1.12.2010 do 31.1.2012.
Validity: from 1.12.2010 to 31.1.2012.

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Republika Slovenija

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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila, s priklopljenim ali brez, največja dovoljena masa na praga 3,5 t.

Veljavnost en mesec od dneva nakupa.
Validity: one month from day of purchase.

1	12	23
2	13	24
3	14	25
4	15	26
5	16	27
6	17	28
7	18	29
8	19	30
9	20	31
10	21	
11	22	%

10 11 12 13 14 15 16 18 19 20 21 22

Republika Slovenija

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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila, s priklopljenim ali brez, največja dovoljena masa na praga 3,5 t.

Veljavnost: 7 dni, vključno z nastavitvami dnevom.
Validity: 7 days, purchase day included.

9	11	7D	23
8			24
7			25
6			26
5			27
4			28
3			29
2			30
1			31

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Republika Slovenija

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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila s priklopljenim ali brez.

Veljavnost od 1.12.2010 do 31.1.2012.
Validity: from 1.12.2010 to 31.1.2012.

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Republika Slovenija

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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila s priklopljenim ali brez.

Veljavnost: 6 mesecev od dneva nakupa.
Validity: 6 months from day of purchase.

1	12	23
2	13	24
3	14	25
4	15	26
5	16	27
6	17	28
7	18	29
8	19	30
9	20	31
10	21	
11	22	%

10 11 12 13 14 15 16 18 19 20 21 22

Republika Slovenija

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Velja za avtomobile in hitre ceste v upravljanju Društva za avtoceste v Republiki Sloveniji d.o.o. za motorna vozila s priklopljenim ali brez.

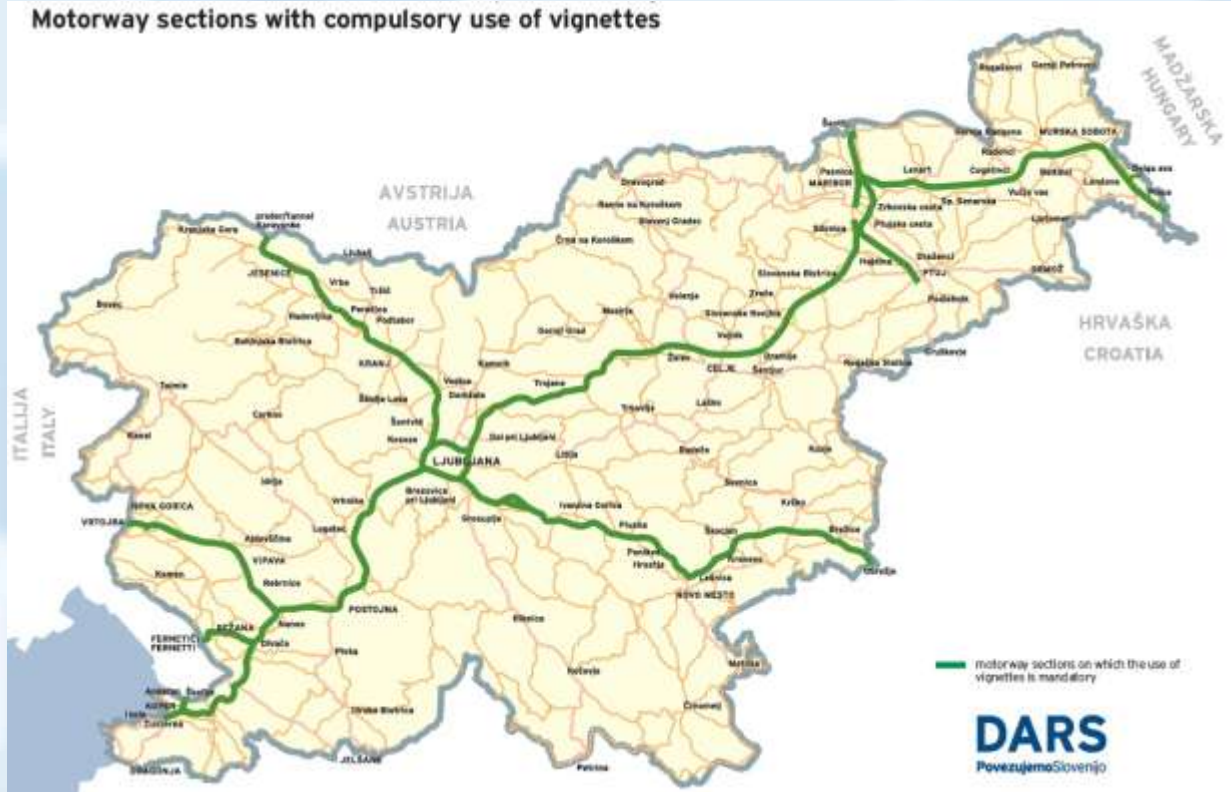
Veljavnost: 7 dni, vključno z nastavitvami dnevom.
Validity: 7 days, purchase day included.

9	11	7D	23
8			24
7			25
6			26
5			27
4			28
3			29
2			30
1			31

Toll collection in Slovenia - vehicles up to 3,5 t

While toll for cargo vehicles is collected only on 545 km of motorways, the toll for vehicles with maximum permissible weight below 3.5 t is collected in the entire network i.e. on almost 607 km of motorways and expressways.

Motorway sections with compulsory use of vignettes



Until 1 July 2008, the toll for vehicles with maximum permissible weight below 3.5 t was collected at toll stations according to the travelled distance.

Positive effects of vignette implementation:

- traffic flow at toll stations has increased,
- more passenger cars started to use motorways which had positive effects on traffic safety of parallel roads.

Toll collection in Slovenia - vehicles up to 3,5 t

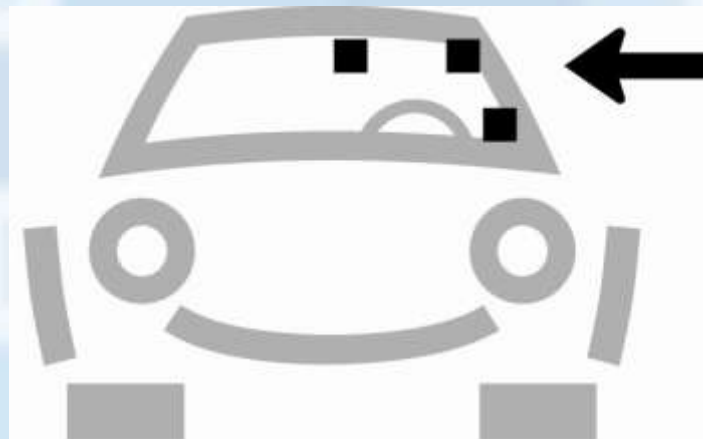
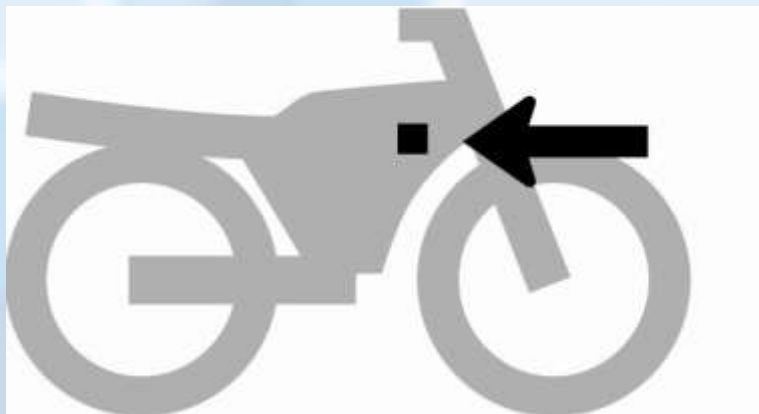
The tolling of vehicles with maximum permissible weight of up to 3.5 t (passenger cars, vans and motorcycles) is implemented with the purchase of vignettes which enable the use of motorways in a particular period - during the validity period of the vignette.

TYPE OF VIGNETTE	PRICE
Yearly vignette for (two-track) vehicles up to maximum permissible weight of 3.500 kg	95,00 EUR
Monthly vignette for (two-track) vehicles up to maximum permissible weight of 3.500 kg	30,00 EUR
Weekly vignette for (two-track) vehicles up to maximum permissible weight of 3.500 kg	15,00 EUR
Yearly vignette for (one-track) motorcycles	47,50 EUR
Half-year vignette for (one-track) motorcycles	25,00 EUR
Weekly vignette for (one-track) motorcycles	7,50 EUR



Toll collection in Slovenia - vehicles up to 3,5 t

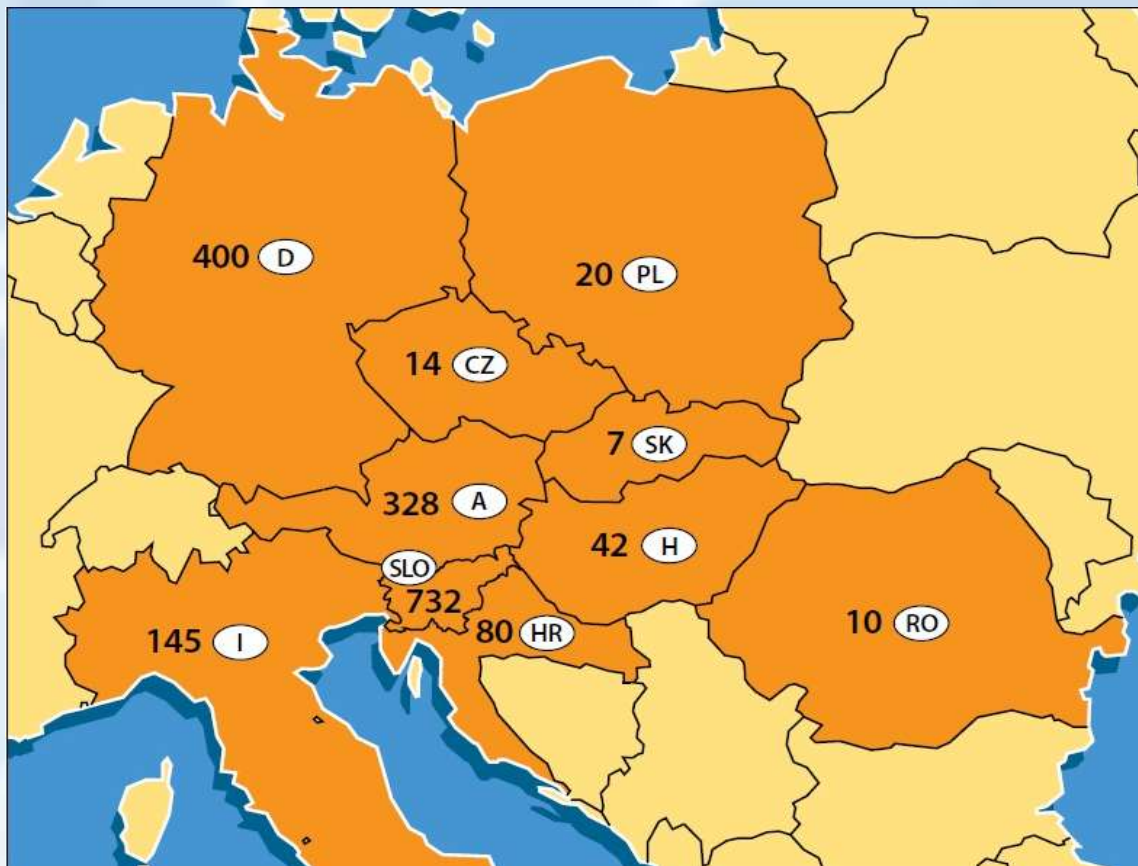
When entering the motorway, the vehicle must have a vignette on the prescribed place (for cars on the windscreen).



Toll collection in Slovenia - vehicles up to 3,5 t

Sales network

Number of points of sale in each country



Toll collection in Slovenia - vehicles up to 3,5 t

Vehicles must have a vignette upon the entry onto the motorway. It is important that the mandatory use of vignettes is appropriately marked before the entrance to the motorway:



- at every motorway connection



- at all border crossings



- at border crossings where vehicles enter Slovenia directly by motorway

Toll collection in Slovenia - vehicles up to 3,5 t

Before border crossings where vehicles enter Slovenia directly by motorway, the signposts for the mandatory use of vignettes must be erected already in the neighbouring countries several kilometres before the border.



In Austria



In Hungary



In Italy

Toll collection in Slovenia - vehicles up to 3,5 t

Implementation of control and penalty systems

Contrary to cargo vehicles where tolling takes place at toll stations and opportunities for fraud are limited, there are many attempts of fraud in case of vignette tolling.

A suitable control system for the use of vignettes has been introduced, which in addition to the Dars toll supervisors is also being implemented by the customs and the police. The surveillance is carried out with controls on motorways.



Toll collection in Slovenia - vehicles up to 3,5 t

Implementation of control and penalty systems



Tolling system in Slovenia

Collected toll (in million EUR)



* The period between 1994 and 2003 indicates toll inflow, while from 2004 on the graph shows net revenues from toll, as in 2004 DARS d.d. was restructured in a company, which made toll a service taxable with VAT.

Tolling system in Slovenia

Application of revenue from tolling

The collected toll in Slovenia is the main source of revenue for DARS d.d. The revenue is mainly being used for:

- management and maintenance of motorways and expressways,
- payment of loans which were raised for the construction of the Slovenian motorway network.



Toll collection in the future

Decision No. 52/2004/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic toll systems in the Community defines the necessary conditions for the provision of interoperability which has to be achieved with the establishment of the European Electronic Toll Service (EETS).

This service, which supplements national electronic tolling in member states, ensures interoperability in the entire Community for users of electronic toll systems, which have been introduced in individual member states and for those, which will be implemented within the framework of the Directive in the future.

The implementation of EETS is further described in the Commission Decision No. 2009/750/EC of 6 October 2009 on the definition of the European Electronic Toll Service and its technical elements, and it simultaneously determines that member states must implement the Service within three years after the adoption of the Decision.

Toll collection in the future

DARS d.d. has the status of a toll operator as anticipated by the EU; however, the tolling system, with which DARS d.d. currently implements tolling, does not meet the criteria for implementation of EETS because it does not comply technologically with the provisions of the Directive from 2004 on technological solutions.

The implementation of tolling system, which will be fully compliant with the requirements on interoperability of tolling system in the Community, is determined by the Amendment to the Action Plan for the introduction of the free flow electronic toll collection system adopted by the Government of the Republic of Slovenia on 2 June 2011.

Toll collection in the future

Government of RS adopted the Action plan for introduction of the free flow electronic toll collection system (multi lane free flow toll system - MLFF).

Goals:

- to replace the existing system of toll collection on toll stations for vehicles heavier than 3.5 tonnes with MLFF;
- to replace the existing vignette toll collection system for vehicles lighter than 3.5 tonnes with MLFF;
- to attain financial sustainability of DARS d.d.;
- to attain toll payment under the principles 'user pays' and 'polluter pays'.



ETS IN FREE
TRAFFIC FLOW



Toll collection in the future

On 8 August 2011, the international tender for the implementation of the MLFF project was published, the anticipated deadline for the submission of bids is at the end of 2011.

The proposal of the Tolls Act harmonised by several Ministries, which presents the basis for the introduction and implementation of MLFF submitted to the Government of the Republic of Slovenia, but the Government has not discussed it yet.

According to time schedule, MLFF should have been implemented by the end of 2012, but due to the proceedings of adopting the new Tolls Act and the conclusion of tender procedure for introduction of MLFF, the realization of this project cannot be confirmed for certain at this point.

Thank you for your attention.

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