European Tolling Interoperability
A Service Provider Perspective

Eva Tzoneva, CHAIR AETIS
The Toll Chargers and Service Providers Matrix

<table>
<thead>
<tr>
<th>EFP Toll Domains</th>
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<th>BE Vlappass GNSS</th>
<th>CH EZV GSNS</th>
<th>DE BMVI GNSS</th>
<th>DK Sundt&amp;Baelt DSRC</th>
<th>ES SEOPAN DSRC</th>
<th>FR TIS ASFA DSRC</th>
<th>HU NUS Zrt. GNSS</th>
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Legend:
- 1st Priority
- 2nd Priority
- In Operation (SP DBU)
- Turning to "In Operation"
Obligations of EETS Providers are well defined but their rights need to be explicit and unconditional

EETS Providers

Have the **obligations** to...
- Register in at least 4 Member States within 36 months of registration and maintain coverage at all times
- Provide Users with fit for purpose OBUs
- Provide Toll Chargers with the data needed to calculate and verify the tolls applied to Users
- Issue Correct Invoices to EETS Users
- Cooperate with Toll Chargers on identifying toll offenders
- Inform Users of detected toll non-declaration situations
- Hold ISO certification, demonstrate competence across multiple toll domains, have appropriate financial standing

Need to have the **right to**...
- Adequate remuneration for their services
- Non-discrimination
- Fair competition
- Equal treatment with national service providers
Expert Groups: Expected Results

→ Deliverables with recommendations (best practice industry standards), e.g. sample of recommended requirements for public tenders
→ To be approved in the Steering Group
EFP Expert Groups: Scope

- Scope: Work on all (EETS related) issues regarding electronic tolling with cross-border relevance
- Top 10 Priorities AETIS as a starting point
- Proposal clustering Top 10 Priorities:
  - **Expert Group 1**: Introduction & implementation of EETS, including public tendering
    - For new electronic toll systems
    - For EETS implementation in existing toll systems
  - **Expert Group 2**: Optimizing existing EETS operations
EFP Expert Groups: Scope (continued)

1. Toll Service Provider acceptance → Expert Group 1
   The set of documents required by each Toll Charger should be harmonized in acceptance process.

2. Registration process (user) → Expert Group 2
   List of documents to be provided by end users – harmonization required.

3. Rebate program management → Expert Group 2
   (Rebate programs should be to the benefit of the EU transport company without discrimination in which national toll scheme it is applied)

4. Certification/Suitability for use tests of the OBU/BO-Interfaces → Expert Group 1
   Common certification points to be considered, must be checked only one time and not for each Toll Charger; Is re-certification needed?
5. Model: reseller vs agent → Expert Group 1
Wherever possible, the reseller model should be proposed.

6. Language → Expert Group 2
Documents to be exchanged and signed in English, or bilingual English + local language, if required by local authorities.

7. Technical specifications (to be detailed out) → Expert Group 1
To secure EETS providers investment and minimize the risk of a new country coming with new technical requirements, there should be some [real] standardization in the technical specifications for EETS interoperability.
8. EETS provider role in GNSS Toll Domain → Expert Group 1
Standard admit that toll can be calculated by Toll Charger or by each EETS provider. Most efficient solution is that this calculation is made in a centralized way. This guarantees also an equal treatment for end users. Therefore the role and responsibility should be with the Toll Charger using a unique map matcher.

9. KPI management → Expert Group 2
Harmonization of KPI should allow simpler monitoring of EETS providers performances – 3 Clusters

10. Remuneration scheme (not values) → Expert Group 2
It is important to secure a competitive environment to provide to EETS providers a fair remuneration based on the basis of a minimum set of services offered by the EETS providers to the Toll Charger.
Thank you for your attention

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