

# EETS-Facilitation Platform

## **23<sup>rd</sup> Progress Report**

30.06.2025

V 1.0

### Document revision history:

Date	Version	Description	Document Status	Responsible
30.06.2025	V 1.0	Final version	Release	M. Hamele, T. Eriksröd

### Source references:

Any usage or copy of information contained in this report is only permitted when citing the source as follows: **"EETS Facilitation Platform: Progress Report as of 30.06.2025"**.

## Content

<b>1</b>	<b>Introduction .....</b>	<b>8</b>
<b>2</b>	<b>EETS Facilitation Platform.....</b>	<b>9</b>
2.1	Members of the EFP Platform: Status .....	9
2.2	EFP Executive Board .....	12
2.3	EFP Working Group Meeting in Lelystad .....	12
2.4	EFP Website (EETS Info Platform).....	12
<b>3</b>	<b>EETS Developments and Outlook.....</b>	<b>13</b>
3.1	EETS Providers.....	13
3.2	Market Developments and Outlook .....	15
3.3	Overview of EETS in Europe .....	18
<b>4</b>	<b>Country Report Switzerland .....</b>	<b>20</b>
4.1	Tolls in Switzerland – legal basis .....	20
4.2	National road charge (vignette) .....	21
4.3	Heavy vehicle charge .....	23
4.3.1	Performance-related heavy vehicle charge (LSVA) .....	23
4.3.2	Flat-rate heavy vehicle charge PSVA .....	24
4.4	LSVA III – the new approach to the charging system.....	25
4.4.1	Basis for the collection system.....	25
4.4.2	System approach for LSVA I and LSVA II.....	26
4.4.3	System approach for LSVA III.....	28
<b>5</b>	<b>EFP Toll Charger: Progress Report .....</b>	<b>31</b>
5.1	AISCAT / Italy .....	31
5.1.1	Name of National Provider/Issuer OBUs.....	31
5.1.2	EP/SP in Operation .....	31
5.1.3	List of accredited OBU of EP/SP .....	31
5.1.4	Legal and contractual status.....	32
5.1.5	Outlook for the next 12 Months.....	32
5.1.6	Other Issues and Developments.....	33
5.2	APCAP / Portugal.....	34
5.2.1	Name of National Provider/Issuer OBUs.....	34
5.2.2	EP/SP in Operation .....	34

5.2.3	List of accredited OBU of EP/SP .....	36
5.2.4	Legal and contractual status .....	36
5.2.5	EETS market development.....	37
5.2.6	Outlook for the next 12 Months.....	37
5.2.7	Other Issues and Developments.....	37
<b>5.3</b>	<b>ASFA / France .....</b>	<b>38</b>
5.3.1	Name of National Provider/Issuer OBUs.....	38
5.3.2	EP/SP in Operation .....	38
5.3.3	List of accredited OBU of EP/SP .....	38
5.3.4	Legal and contractual status .....	40
5.3.5	Outlook for the next 12 Months.....	42
5.3.6	Other Issues and Developments.....	42
<b>5.4</b>	<b>ASFINAG / Austria .....</b>	<b>43</b>
5.4.1	Name of National Provider/Issuer OBUs.....	43
5.4.2	EP/SP in Operation .....	43
5.4.3	List of accredited OBU of EP/SP .....	43
5.4.4	Legal and contractual status .....	44
5.4.5	Outlook for the next 12 Months.....	44
<b>5.5</b>	<b>Bundesamt für Logistik und Mobilität (BALM) / Germany .....</b>	<b>45</b>
5.5.1	Name of National Provider/Issuer OBUs.....	45
5.5.2	EP/SP in Operation .....	45
5.5.3	List of accredited OBU of EP/SP .....	45
5.5.4	Legal and contractual status .....	46
5.5.5	EETS market development.....	46
5.5.6	Outlook for the next 12 Months.....	46
5.5.7	Other Issues and Developments.....	47
<b>5.6</b>	<b>Bundesamt für Zoll und Grenzsicherheit (BAZG/ FOCBS) / Switzerland .....</b>	<b>47</b>
5.6.1	Name of National Provider/Issuer OBUs.....	47
5.6.2	EP/SP in Operation .....	47
5.6.3	List of accredited OBU of EP/SP .....	48
5.6.4	Legal and contractual status .....	48
5.6.5	EETS market development.....	48
5.6.6	Outlook for the next 12 Months.....	49
5.6.7	Other Issues and Developments.....	49
<b>5.7</b>	<b>DARS / Slovenia.....</b>	<b>50</b>

5.7.1	Name of National Provider/Issuer OBUs.....	50
5.7.2	EP/SP in Operation .....	50
5.7.3	List of accredited OBU of EP/SP .....	50
5.7.4	Legal and contractual status .....	50
5.7.5	EETS market development.....	51
5.7.6	Outlook for the next 12 Months.....	51
5.7.7	Other Issues and Developments.....	51
<b>5.8</b>	<b>HELLASTRON / Greece .....</b>	<b>51</b>
<b>5.9</b>	<b>National Revenue Administration (KAS) / Poland .....</b>	<b>52</b>
5.9.1	Name of National Provider/Issuer OBUs.....	52
5.9.2	EP/SP in Operation .....	52
5.9.3	List of accredited OBU of EP/SP .....	52
5.9.4	Legal and contractual status .....	52
5.9.5	EETS market development.....	53
5.9.6	Outlook for the next 12 Months.....	53
5.9.7	Other Issues and Developments.....	53
<b>5.10</b>	<b>NDS / Slovakia.....</b>	<b>54</b>
5.10.1	Name of National Provider/Issuer OBUs.....	54
5.10.2	EP/SP in Operation .....	54
5.10.3	List of accredited OBU of EP/SP .....	54
5.10.4	Legal and contractual status .....	55
5.10.5	EETS market development.....	55
5.10.6	Outlook for the next 12 Months.....	55
5.10.7	Other Issues and Developments.....	55
<b>5.11</b>	<b>National Toll Payment Service Plc / Hungary .....</b>	<b>56</b>
<b>5.12</b>	<b>RDW / Netherlands.....</b>	<b>56</b>
5.12.1	Name of National Provider/Issuer OBUs.....	56
5.12.2	EP/SP in Operation .....	56
5.12.3	List of accredited OBU of EP/SP .....	56
5.12.4	Legal and contractual status .....	57
5.12.5	EETS market development.....	57
5.12.6	Outlook for the next 12 Months.....	57
5.12.7	Other Issues and Developments.....	57
<b>5.13</b>	<b>Ředitelství silnic a dálnic s. p. (ŘSD) / Czech Republic .....</b>	<b>58</b>

5.13.1	Name of National Provider/Issuer OBUs.....	58
5.13.2	EP/SP in Operation .....	58
5.13.3	List of accredited OBU of EP/SP .....	59
5.13.4	Legal and contractual status .....	59
5.13.5	Outlook for the next 12 Months.....	59
5.13.6	Other Issues and Developments.....	59
<b>5.14</b>	<b>SEOPAN / Spain.....</b>	<b>60</b>
<b>5.15</b>	<b>Sund &amp; Bælt / Denmark .....</b>	<b>60</b>
5.15.1	Name of National Provider/Issuer OBUs.....	60
5.15.2	EP/SP in Operation, Storebælt .....	60
5.15.3	List of accredited OBU of EP/SP, Storebælt .....	61
5.15.4	Legal and contractual status, Storebælt.....	61
5.15.5	Outlook for the next 12 Months.....	61
5.15.6	EP/SP in Operation, KmToll .....	61
5.15.7	List of accredited OBU of EP/SP, KmToll .....	62
5.15.8	Legal and contractual status, KmToll.....	62
5.15.9	Outlook for the next 12 Months, KmToll.....	62
5.15.10	Other Issues and Developments .....	63
<b>5.16</b>	<b>Viapass / Belgium .....</b>	<b>63</b>
5.16.1	Name of National Provider/Issuer OBUs.....	63
5.16.2	EP/SP in Operation .....	63
5.16.3	List of accredited OBU of EP/SP .....	63
5.16.4	Legal and contractual status .....	64
5.16.5	EETS market development.....	64
5.16.6	Outlook for the next 12 Months.....	64
5.16.7	Other Issues and Developments.....	64
<b>6</b>	<b>EETS Provider / Service Provider: Progress Report.....</b>	<b>65</b>
<b>6.1</b>	<b>EETS Provider.....</b>	<b>65</b>
6.1.1	Axxès SAS .....	65
6.1.1.1	Provider status.....	65
6.1.1.2	Toll Domain Coverage .....	65
6.1.1.3	OBUs in Operation.....	66
6.1.1.4	Outlook for the next 12 Months.....	66
6.1.1.5	Other Issues and Developments.....	66
6.1.2	BroBizz A/S .....	66

6.1.3	DKV EURO SERVICE GmbH & Co. KG .....	66
6.1.4	Øresundsbro Konsortiet/ØresundPAY .....	66
6.1.5	Pagatelia (Verra Mobility) .....	66
6.1.6	Telepass S.p.A. ....	67
6.1.7	Toll4Europe GmbH.....	67
6.1.7.1	Provider status.....	67
6.1.7.2	Toll Domain Coverage .....	67
6.1.7.3	OBUs in Operation.....	67
6.1.7.4	Outlook for the next 12 Months.....	68
6.1.7.5	Other Issues and Developments.....	68
6.1.8	Tolltickets GmbH .....	69
6.1.9	TotalEnergies Marketing Services .....	69
6.1.10	UnipolTech S.p.A.....	69
6.1.10.1	Provider status.....	69
6.1.10.2	Toll Domain Coverage .....	69
6.1.10.3	OBUs in Operation.....	69
6.1.10.4	Outlook for the next 12 Months.....	69
6.1.10.5	Other Issues and Developments.....	69
6.1.11	W.A.G Payment Solutions a.s. (Eurowag) .....	70
6.1.11.1	Provider status.....	70
6.1.11.2	Toll Domain Coverage .....	70
6.1.11.3	OBUs in Operation.....	70
6.1.11.4	Outlook for the next 12 Months.....	70
6.1.11.5	Other Issues and Developments.....	71
<b>6.2</b>	<b>Service Provider .....</b>	<b>71</b>
6.2.1	Egis Easytrip Services .....	71
6.2.1.1	Provider status.....	71
6.2.1.2	Toll Domain Coverage .....	71
6.2.1.3	OBUs in Operation.....	71
6.2.1.4	Outlook for the next 12 Months.....	71
6.2.1.5	Other Issues and Developments.....	71

# 1 Introduction

The EETS Facilitation Platform (EFP) aims at the facilitation of EETS by coordination and communication. The platform has two key elements:

- The EETS Information Sharing Platform (<https://eetsinfoplatform.eu/>)
- EETS Implementation Facilitation: Facilitation of cross-border implementation activities.

As one instrument to document the progress and activities with the implementation of the EETS, the members of the EETS Facilitation Platform (EFP) decided to inform about major activities in form of half-yearly progress reports. This report covers the period from 01.01.2025 - 30.06.2025 and provides an overview of:

- Activities within the EFP Platform (Chapter 2)
- EETS Developments and Outlook (Chapter 3)
- Country Report Switzerland (Chapter 4)
- Progress reports by EFP Toll Chargers (Chapter 5)
- Progress reports by EFP EETS- and Service Providers (Chapter 6)

Whereas the EFP Secretariat has prepared chapters 1 - 3, the respective Toll Chargers and EETS-/ Service Providers have prepared contributions to chapter 5 and 6.

In addition to that, this version of the EFP Progress Report also contains an in-depth description of tolling in one country included in chapter 4. This time the focus is on Switzerland, and the contribution has been prepared by the Federal Office for Customs and Border Security (FOCBS).



## 2 EETS Facilitation Platform

### 2.1 Members of the EFP Platform: Status

The basis of the cooperation within EFP is a Memorandum of Understanding. As of 30.06.2025, the MoU (Version 2.0) has been signed by 47 Toll Chargers, Member States, EETS Providers, Service Providers or Associations.

The following organisations are members of the EFP Platform:

Organisation	Country	Role (TC, EP/SP, Member State)
Association of European Toll and Interoperable Services (AETIS)	N/A	Association
Association Européenne des Concessionnaires d'Autoroutes et d'Ouvrages à Péage (ASECAP)	N/A	Association
Bundesministerium für Verkehr (BMV)	Germany	Member State
Bundesministerium für Innovation, Mobilität und Infrastruktur (BMIMI)	Austria	Member State
Ministero delle infrastrutture e dei trasporti of the Republic of Italy (MIT)	Italy	Member State
Ministère de la Transition écologique et de la cohésion des territoires	France	Member State
Ministerio de Transportes y Movilidad Sostenible of the Kingdom of Spain (MITMS)	Spain	Member State
Ministerstwo Infrastruktury of the Republic of Poland	Poland	Member State
Ministry of Infrastructure and Water Management of the Netherlands	Netherlands	Member State
Transportministeriet	Denmark	Member State
Associazione Italiana Società Concessionarie Autostrade e Trafori (AISCAT)	Italy	TC
Associação Portuguesa das Sociedades Concessionárias de Auto-Estradas ou Pontes com Portagen (APCAP)	Portugal	TC

Association professionnelle des Sociétés Françaises concessionnaires ou exploitantes d'Autoroutes et d'ouvrages routiers (ASFA)	France	TC
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft (ASFINAG)	Austria	TC
Bundesamt für Logistik und Mobilität (Federal Office for Logistics and Mobility) (BALM)	Germany	TC
Bundesamt für Zoll und Grenzsicherheit (Federal Office for Customs and Border Security) (BAZG)	Switzerland	TC
Družba za avtoceste v Republiki Sloveniji (DARS)	Slovenia	TC
ΕΛΛΗΝΙΚΕΣ ΥΠΟΔΟΜΕΣ και ΟΔΟΙ ΜΕ ΔΙΟΔΙΑ, known also as Hellenic Association of Toll Road Network (HELLASTRON)	Greece	TC
Krajowa Administracja Skarbowa (KAS)	Poland	TC
Narodna diaľnicna spoločnosť (NDS)	Slovakia	TC
Nemzeti Útdíjfizetési Szolgáltató Zrt. (NÚSZ Zrt.)	Hungary	TC
Dienst Wegverkeer (RDW)	Netherlands	TC
Ředitelství silnic a dálnic s. p. (ŘSD)	Czech Republic	TC
Asociación de Empresas Constructoras y Concesionarias de Infraestructuras (SEOPAN)	Spain	TC
Sund & Bælt Holding A/S	Denmark	TC
Via Lietuva	Lithuania	TC
Viapass	Belgium	TC
Axxès SAS	France	EP
BroBizz A/S	Denmark	EP
DKV Euro Service GmbH + Co. KG	Germany	EP
Øresundsbros Konsortiet (ØresundPAY)	Sweden	EP
Pagatelia (Verra Mobility)	Spain	EP
Telepass S.p.A.	Italy	EP

Toll4Europe GmbH	Germany	EP
tolltickets GmbH	Germany	EP
TotalEnergies Marketing Services SA	France	EP
UnipolTech S.p.A.	Italy	EP
W.A.G. Payment Solutions a.s. (Eurowag)	Czech Republic	EP
E100 International Trade Sp. z o.o	Poland	SP
Egis Easytrip Services SA	France	SP
euroShell Deutschland GmbH & Co. KG	Germany	SP
Eurotoll SAS	France	SP
MS Europe B.V.	Netherlands	SP
Satellix NV	Belgium	SP
Trafineo GmbH & Co KG	Germany	SP
Union Tank Eckstein GmbH & Co. KG (UTA)	Germany	SP
Via Verde Portugal – Gestão de Sistemas Electrónicos de Cobrança S.A	Portugal	SP

## 2.2 EFP Executive Board

The EFP Executive Board held two meetings in the reporting period. The meetings focused in particular on the following topics:

- Preparing for the Working Group meeting in Lelystad (NL, May 2025) and Copenhagen (DK, October 2025)
- Membership issues
- Organisational issues

## 2.3 EFP Working Group Meeting in Lelystad

On 06.05.2025 and 07.05.2025, the EFP held a Working Group Meeting in Lelystad. The meeting focused in particular on the following topics:

- Enforcement
  - Eucaris,
  - Best practice and experiences from Toll Chargers
  - Best practice and experiences from EETS Providers
- EETS Accreditation and possibilities for harmonization
- Information on new tolling systems (DK, NL, LT)
- Updates from EFP Members (Tour de Table)

The feedback was that the meeting was well received by the EETS community, the content was informative and also provided possibilities for discussion and informal talks among participants. The next Working Group meeting is scheduled for 28.10.2025 – 29.10.2025 in Copenhagen (DK).

## 2.4 EFP Website (EETS Info Platform)

The EETS Info Platform is a unique point of access on the internet regarding comprehensive EETS-related information (<http://www.eetsinfoplatform.eu/>).

Members are invited to check the website regularly and provide the EFP Secretariat with updates or current news that can be posted on the website.

The EFP Secretariat and the ASECAP Secretariat works together to maintain the EETS Info Platform website with updates received from the EFP Members.

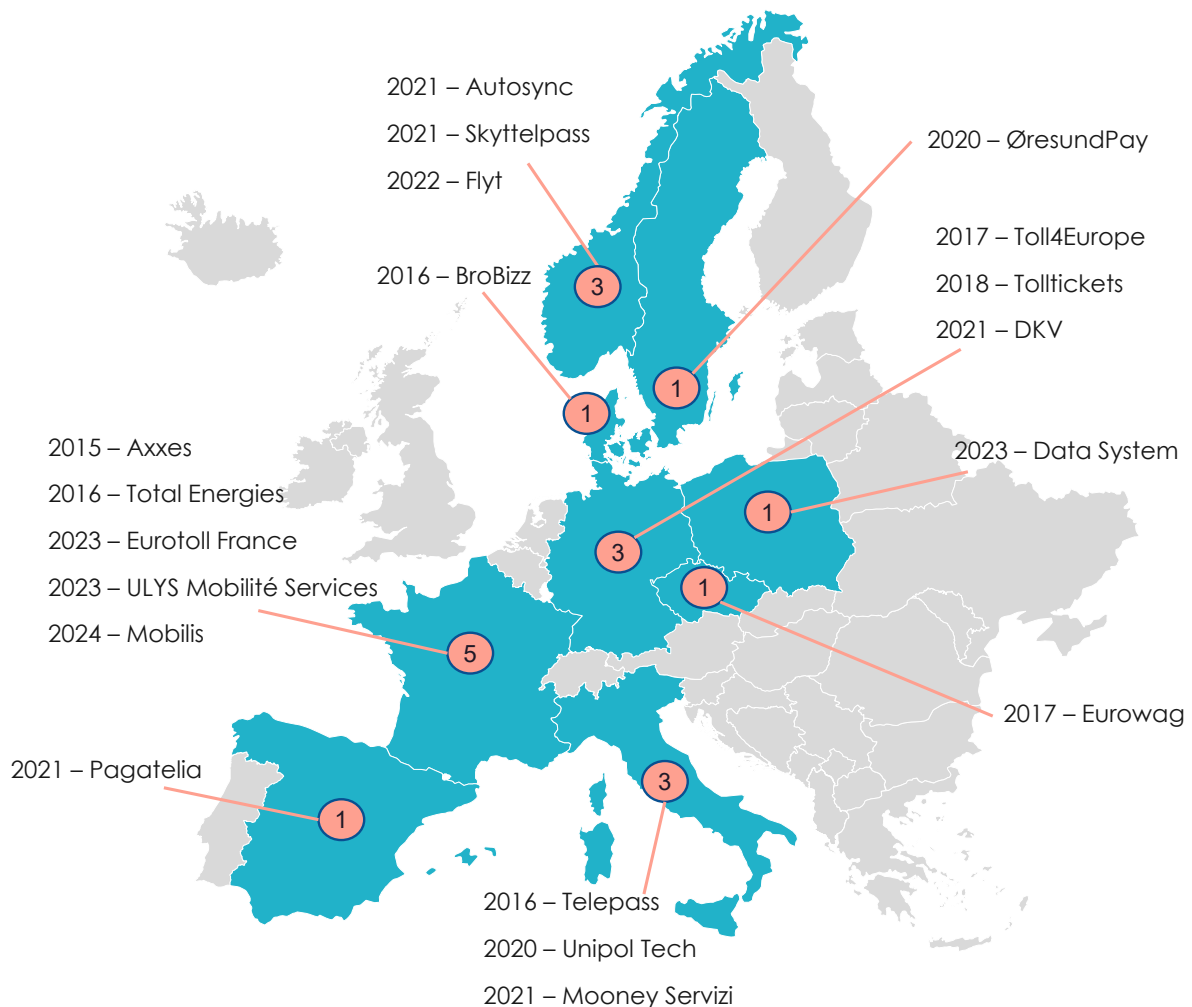
## 3 EETS Developments and Outlook

### 3.1 EETS Providers

As far as the EFP Secretariat is informed there are currently 19 registered EETS Providers across Europe which are the following:

- Autosync
- Axxès
- BroBizz
- Data System
- DKV Euroservice
- Eurotoll France
- Flyt
- Mobilis
- Mooney Servizi
- Øresundsbro Konsortiet (ØresundPAY)
- Pagatelia (Verra Mobility)
- Skyttelpass
- Telepass
- Toll4Europe
- Tolltickets
- TotalEnergies Marketing Services
- ULYS Mobilité Services
- Unipol Tech
- W.A.G Payment Services (Eurowag)

The following map illustrates in which countries and since when the EETS Providers are registered:



The above overview of registered EETS Providers in Europe reflects the information available to the EFP Secretariat. It seems correct to say that all EETS Providers with established international operations are included in this report, but newly established EETS Providers or EETS Providers acting only locally / regionally could be missing. EFP Members are invited to give feedback on this map if necessary.

## 3.2 Market Developments and Outlook

### Market growth

From an overall perspective, the EETS market grows in several aspects.

#### **a) Volume**

The share of the market served by EETS Providers continues to grow, with very different growth rates and saturation in the different toll domains. The largest toll domain measured in collected toll is undoubtedly truck tolling in Germany, and when BALM reports that nearly 40% of the German truck tolls are collected by EETS Providers, then several billions EUR are collected through EETS.

#### **b) Vehicle category**

EETS grows towards the market for light vehicles. Interoperable solutions for light vehicles (passenger cars, vans) have been in operation for many years, both in Scandinavia and in the DSRC based tolling solutions in Southern Europe. In Southern Europe the solutions have covered Portugal, Spain, France, Italy and Croatia in different combinations. Many of the service providers offering the light vehicle solutions have been subsidiaries of toll chargers, and the contractual solutions have in most cases not been officially based on the EETS legislation. Therefore, it was a main step when ASFA announced that the French concessionaires open for EETS for light vehicles. In this reporting period, ULYS Mobilité Services (UMS) has started operation in France for light vehicles under the EETS framework. Despite development for light vehicles, the majority of EETS solutions is still focused on heavy vehicles, mainly heavy goods vehicles and also buses in several toll domains.

#### **c) Additional toll domains**

The KmToll system in Denmark is the latest toll domain which has started operations with EETS as a core part of the solution. EETS will continue to grow with further toll domains, as described below.

### Outlook and changes

In several new toll domains there are intentions to start tolling operations in the near future.

- The **French concessionaire ATOSCA** plans to start operations at the beginning of 2026.
- In the **Netherlands** the preparation for the HGVC scheme is moving forward, and go-live is scheduled for 01.07.2026. EETS is a central component of the solution.

- The **French region Alsace** has announced start of toll collection from 01.01.2027 and also here the project moves ahead. Also the solution in Alsace will be open to EETS Providers.
- The **French region Grand Est** plans to start toll collection in 2027.
- **Lithuania** works on preparations for a distance-based tolling system to replace the vignettes for heavy vehicles. In May 2025 it was indicated that a go-live mid 2026 would be a target. An updated planning could follow later this year.
- **Romania** has adopted a legislation which opens for toll collection from 01.07.2026. It remains to see what this means with regard to EETS.
- Further ahead, the **Fehmarnbelt Link between Denmark and Germany** is scheduled to open in 2029, with a tolling solution equivalent to the other Scandinavian links (Storebælt / Øresund).

There are also important changes in the existing toll domains.

- **CO2 based tolling** will be introduced in further countries. Slovenia, Poland and Belgium have announced plans for the introduction.
- Due to the end of lifetime of the current EasyGo Hub the EasyGo Toll Chargers have decided to **stop operations of the common EasyGo Hub**. Instead a new common interface specification based on the newest standards have been issued by the EasyGo Toll Chargers requiring a change to a peer-to-peer communication between the respective Toll Charger and the contracted EETS Providers. Implementing the new specifications will be a major project both for the Toll Chargers and the EETS Providers.
- In Poland the concession for **motorway A4 (Katowice – Krakow)** expires in 2027, and there is no prolongation foreseen in the contractual or legal basis. The assumption is that the road will be integrated in the nationwide tolling system (eToll).

There are also changes among the EETS Providers.

- In March 2025 **ITIS Holding** announced a strategic decision to withdraw from the EETS Provider business. ITIS Holding is still listed in the EETS register in Czech Republic, but this is probably temporary until the yearly renewal/update process.
- This summer the **Brisa Group** from Portugal announced that they will buy 100% of **Axxes**, dependent on regulatory approvals.

Repeating from the previous Progress report, one consequence of all the changes is that the EETS Providers must spend an increasing share of their resources to maintain their existing interoperable toll service, and that means reduced capacity for expanding to further toll domains.

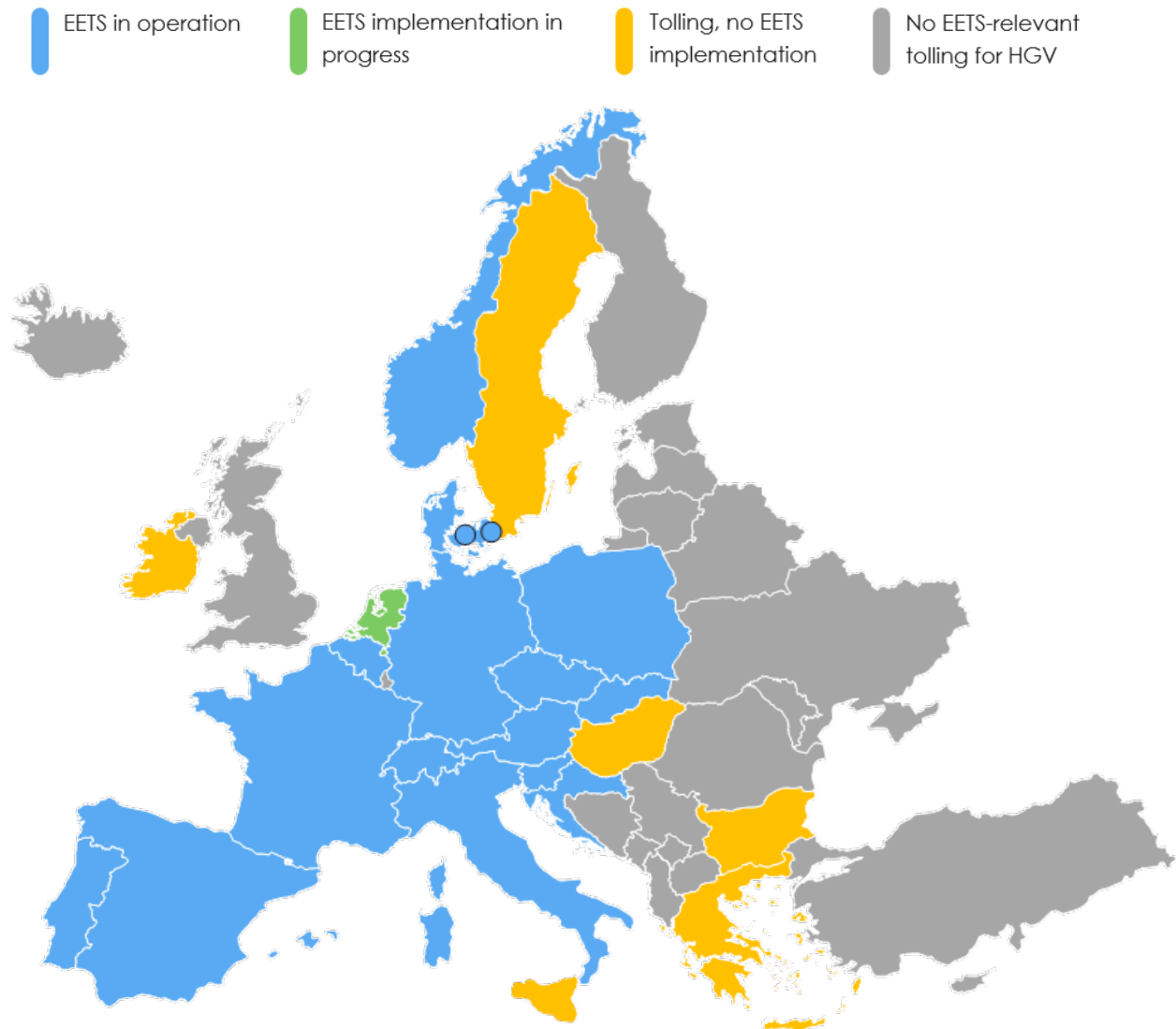


From the EETS Provider side new OBU models and new releases for the existing OBU fleet are introduced, leading to considerable efforts for OBU certification in the various toll domains. That can bring Toll Chargers in the situation where they have insufficient resources for their own projects and the requested OBU certifications.

The only solutions for managing the extensions of EETS and the changes are simplifications, a higher degree of standardization and less room for “creative” national solutions. For the near future, we can expect the growth of EETS to be slowed down by the lack of available resources. But the demand for EETS remains high from the road users.

### 3.3 Overview of EETS in Europe

The map below provides a quick overview of the status of EETS in Europe. The input to the map basically comes from the individual reports on the toll domains, as well as general market knowledge.



A remark to the map is that it generally contains high-level information on the country-level. Please also note that the map focuses on whether EETS is practically in operation, implementation is in progress or not available from a market perspective. This map contains no information on whether the EETS Directive 2019/520 has been transposed into national legislation or not.

Further remarks are:

- Italy: The Sicilian Toll Charger (CAS) does not support EETS.
- Sweden is marked with no EETS implementation due to that neither the local city rings nor the toll bridges (Motala / Sundsvall) support any EETS solutions. Øresund, which from

a tolling perspective is a part of Sweden, fully supports EETS and is marked with a dot in “blue”.

- Denmark’s nationwide “KmToll” toll domain and the Storebælt bridge fully support EETS. Storebælt is illustrated with a dot in “blue”.
- Netherlands is the only nationwide tolling scheme where EETS implementation is in progress.
- In France the region Alsace has also started the implementation of their tolling scheme, including EETS.

## 4 Country Report Switzerland

This chapter aims at providing in-depth information on tolling in Switzerland, going beyond the EETS progress report which is provided by the Toll Charger FOCBS. The country report describes the political background for tolls, the system concepts with the technologies used and the involvement of EETS in Switzerland.

### 4.1 Tolls in Switzerland – legal basis

With a few exceptions, all roads in Switzerland are public. According to Article 82(3) of the Federal Constitution, the use of public roads is free of charge. The Federal Assembly may authorise exceptions. The charges described below and the use of the revenue they generate are therefore laid down in the Federal Constitution.

Article 85 enables the Confederation to levy a performance- and consumption-based charge on heavy goods traffic insofar as such traffic causes costs to the general public that are not covered by other services or charges. The net revenue is used to cover costs associated with land transport, with the cantons receiving a share of the net revenue.

Article 87a stipulates that the railway infrastructure is financed by a fund which is fed, among other things, by two-thirds of the revenue from the heavy vehicle charge under Article 85.

Under Article 85a, the Confederation levies a charge for the use of national roads on vehicles and trailers that are not subject to the heavy vehicle charge.

Article 86 stipulates that national roads and measures to improve transport infrastructure in cities and urban areas in connection with road traffic are to be financed by a fund which is fed, among other things, by the revenue from the national road charge under Article 85a.

The origin and basis of the heavy vehicle charge is Article 84 on transalpine transit traffic. The Confederation protects the alpine region from the negative effects of transit traffic. Transalpine goods transit traffic from border to border is carried out by rail. The Federal Council takes the necessary measures.

The specific implementation of the heavy vehicle charge and the national road charge are regulated in the relevant federal laws and ordinances.

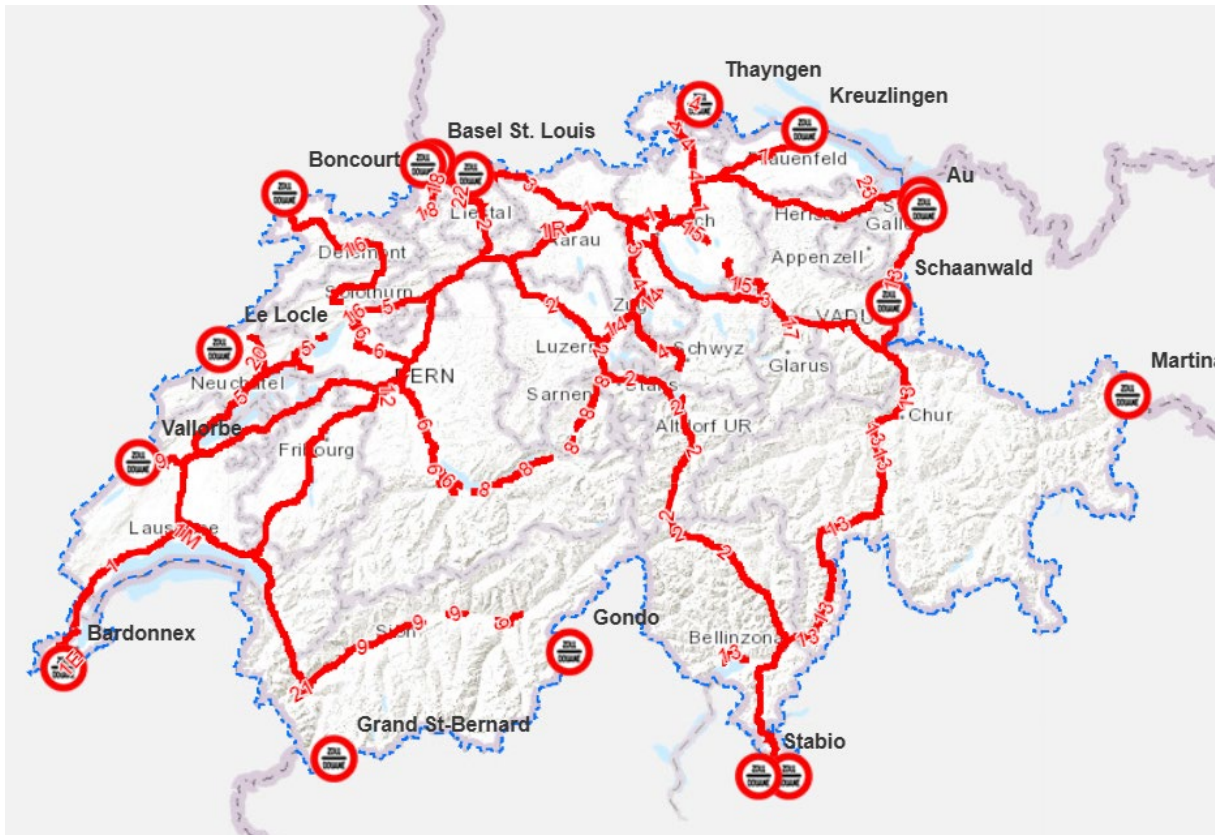
## 4.2 National road charge (vignette)

The national road charge (NSA) has been in place since 1985. Ten years after its introduction, the price of the vignette for a calendar year was increased from 30 to 40 CHF. The vignette is inexpensive compared to motorway tolls in other countries, especially as it covers all road user charges and users do not have to pay any additional fees, such as for tunnels or bridges.

This is an annual flat rate, whereby 'low users', most of whom are foreign, pay the same amount as regular users. Of the nearly **400 million CHF** in gross revenue, around 40 percent comes from foreign users.

In 2013, Swiss voters rejected a proposal to increase the price of the annual motorway sticker to CHF 100, combined with a cheaper two-month sticker and the inclusion of almost 400 kilometers of existing cantonal roads in the national motorway network. Since 2018, the net revenue from the national road charge has been earmarked at constitutional level for the newly created National Road and Agglomeration Fund (NAF).

## Roads Subject to Vignettes



Source: Bundesamt für Landestopografie, swisstopo, HERE, DiDok, Système d'information du territoire à Genève, Q4 2017, WMS data: © Amt für Geoinformation BL, Geodaten Kanton Basel-Stadt, Geodaten des Kantons Schaffhausen, Amtliche Vermessung Kanton Solothurn, Amtliche Vermessung vereinfacht © Amt für Geoinformation des Kantons Bern, Amtliche Vermessung Kanton Uri

The national road user charge has been levied in the form of a sticker vignette since 1985. With the entry into force of the revised National Road User Charge Act (NSAG) on 1 August 2023, the sticker vignette was supplemented by an electronic alternative (e-vignette). Users can choose between the two options. If the proportion of sticker vignettes is less than 10 percent of vignettes sold, this option will be discontinued.

The Federal Office for Customs and Border Security (FOCBS) is responsible for collecting the charge by means of sticker vignettes at the border and in the cantons within the territory of Switzerland, while the FOCBS is solely responsible for e-vignettes.

The sticker vignette is issued by the FOCBS.

Since the introduction of the e-vignette, the sticker vignette is no longer actively sold through distribution partners abroad.



The e-vignette is sold via the [Via portal](#) of the FOCBS.



The annual vignette is valid from 1 December of the year preceding the vignette year until 31 January of the following year.

The FOCBS carries out checks to verify that the charge has been paid at the border and in the border area, while the cantons carry out checks within the country. The FOCBS and the cantons may use fixed installations and mobile devices for automated checks. However, as things stand at present, automated checks will only be introduced once the sticker vignette has been abolished.

### 4.3 Heavy vehicle charge

The heavy vehicle charge consists of a performance-related charge for heavy motor vehicles used for goods transport (LSVA) and a flat-rate charge for heavy motor vehicles used for passenger transport (PSVA).

The revenue from the charge must not exceed the uncovered infrastructure costs and the costs borne by the general public. In addition, the possible tariff is capped by the Land Transport Agreement with the EU. The weighted average of the charge for a 40-tonne vehicle travelling 300 km across the Alps must not exceed CHF 325.

The person liable to pay the charge is the vehicle registration holder for domestic vehicles and the vehicle registration holder and driver for foreign vehicles.

#### 4.3.1 Performance-related heavy vehicle charge (LSVA)

The LSVA is calculated based on the maximum permissible weight of the vehicle or vehicle combination (starting at 3.5 tonnes and limited by the national maximum weight of 40 tonnes) and the number of kilometers travelled in the customs territory. The rate applied per kilometer and per tonne depends on the emission class.

Because all kilometers driven in the customs territory are subject to the charge, there is no dedicated road network subject to the charge. The road network in the customs territory is approximately 85,000 km long.

#### Currently applied rates

Tax category	Euro category	Rate
I	Euro 0 to 5	3.26 ct./tkm
II	-	2.82 ct./tkm
III	Euro 6	2.39 ct./tkm

There are currently no plans to differentiate tariffs based on the CO2 class of the vehicle.

#### Example of calculation

Relevant weight	18 t
Rate according to emission (Euro 6)	2.39 ct./tkm
Kilometres driven	100 km
<b>Total</b> (18 x 2.39 x 100 = 4302)	<b>CHF 43.02</b>

#### Gross revenue 2024

domestic vehicles	1,406 million CHF	76.8%
foreign vehicles	425 million CHF	23.2%
Total LSVA	1,831 million CHF	

Domestic vehicles account for more than three-quarters of total revenue.

### 4.3.2 Flat-rate heavy vehicle charge PSVA

In addition to other vehicle types weighing more than 3.5 tonnes, the PSVA mainly applies to heavy passenger cars, heavy motor homes and caravans, and vehicles for passenger transport (coaches).

The charge is calculated based on the total weight of the towing vehicle or the trailer load and the charge period. The information in the vehicle registration document is determining.

For domestic vehicles, the charge for the calendar year must be paid in advance, with collection by the cantonal road traffic authorities. Vehicles used for concessionary passenger transport are exempt from the charge.

Foreign vehicles must purchase a ticket for the duration of their stay on the [Via portal](#) of the FOCBS before entering the customs area, with a minimum charge of CHF 25.



Currently applied yearly tariffs	CHF
heavy motor vehicles for passenger transport, heavy passenger cars, passenger transport and caravans with a total weight of over 3.5 t	650
Coach vehicles and articulated buses with a total weight of over 3.5 t up to a maximum of 8.5 t	2,200
Coach vehicles and articulated buses with a total weight of over 8.5 t up to a maximum of 19.5 t	3,300
Coach vehicles and articulated buses with a total weight of over 19.5 t up to a maximum of 26 t	4,400
Coach vehicles and articulated buses with a total weight of over 26 t	5,000
Motor vehicles for transporting goods with a maximum speed of up to 45 km/h and motorised carts and tractors: per 100 kg total weight	11
Motor vehicles used in the show and circus sector that exclusively transport show or circus equipment or tow trailers that are not subject to charge: per 100 kg total weight	8

For domestic vehicles, roadside checks are not necessary because payment of the PSVA is linked to the registration of the vehicle with the cantonal road traffic authority and payment of the cantonal road tax. If payment is not made, the registration plate will be withdrawn.

The FOCBS is responsible for checking foreign vehicles. At present, this is still done on a random basis at the border. With the new roadside data collection infrastructure for LSVA III (see following chapter), the FOCBS will be able to automatically check foreign vehicles subject to PSVA.

Gross revenue 2024

domestic vehicles	38.7 Million CHF	85.6%
foreign vehicles	6.5 Million CHF	14.4%
Total PSVA	45.2 Million CHF	

## 4.4 LSVA III – the new approach to the charging system

### 4.4.1 Basis for the collection system

The approach for the LSVA collection system is essentially determined by the following factors:

1. No dedicated road network

The toll area is not a dedicated road network, but rather an area in which all kilometers driven in the customs territory must be recorded. This means that recording cannot be done selectively, but must be done for the entire journey.

2. Amount of the charge

The charge is relatively high compared to other national tolls in Europe. Optimising the charge payable by avoiding mileage recording would have a significant economic advantage for individual vehicle operators, which would lead to distortion of the transport market. In order to avoid market distortions, the FOCBS has been given a political mandate to ensure fair collection.

3. Difference between domestic and foreign vehicles

The approximately 55,000 domestic vehicles are responsible for around three quarters of gross revenue. Only a few domestic vehicles (around 10%) regularly leave the customs territory. The vast majority operate exclusively within the country and, depending on their purpose, mainly locally or regionally.

Foreign vehicles are subject to a ban on domestic transport (cabotage), which means that they usually only remain in the customs territory for a few days. They are mostly occasional users, making only a few trips per year in the customs territory.

Approximately 200,000 different foreign vehicles are responsible for approximately 3.3 million trips per year.

4. Declaration obligation

The person liable for payment is obliged to declare the mileage to the FOCBS. The FOCBS assesses the amount of charge due based on the mileage declared. If the declaration is incomplete or not submitted at all, the FOCBS assesses the mileage at its discretion and issues a charging notice to the person liable for the charge. The person liable for the charge may appeal against the decision, which must be substantiated by appropriate evidence.

The main objective is to collect the full amount of tax due, although the FOCBS may also issue fines (simplified) or initiate official criminal proceedings.

#### **4.4.2 System approach for LSVA I and LSVA II**

The collection system and the resulting system concept were developed in the late 1990s for the introduction of the LSVA in 2001. The LSVA was the first national and nationwide toll system to be introduced in 2001. The requirements outlined above could not be met using the tried-and-

tested concepts from the concessionaires' toll systems that were available at the time, and a new, suitable system approach had to be found.

In addition to the limited availability and accuracy of GPS at the time, the main factor in linking mileage recording to tachographs was traceability for drivers and vehicle owners and their acceptance of this system. However, every domestic and foreign vehicle subject to charge had a mandatory tachograph, which had to be checked and calibrated periodically at authorised workshops.

With the calibrated distance pulse for the tachograph, the LSVA recording device (LSVA I: Tripon, LSVA II: emotach) was able to ensure integral distance recording, and the odometer of the tachograph and the recording device should run synchronously.

Domestic vehicles were required to have the recording device installed. The requirement for foreign vehicles to be equipped was not considered practical for economic reasons due to occasional users and because of the relatively high cost of having the recording device installed by an authorised workshop. The recording of foreign users was therefore made possible at the border by a manual ticket system based on the declaration of the odometer reading on the tachograph when entering and leaving the toll area.

The reliability of data collection for domestic vehicles was ensured by the tamper-proof recording device designed exclusively for the LSVA.

This was permanently installed in the vehicle by authorised workshops. Entries into and exits from the toll area were recorded via DSRC using the proprietary LSVA transaction at the borders with the mileage recorded in the collection device. A sensor detected the coupling of a trailer and thus a change in weight that had to be declared.

Functions based on GPS and an acceleration sensor monitored the correctness of the calibration and detected journeys without a signal from the distance pulse or without power supply, which were then recorded in the collection device.

This secure recording device with built-in control mechanisms required very little roadside recording infrastructure for enforcement. The only thing that needed to be checked on the road was that trailer weights had been declared correctly, which involved recording the registration numbers of domestic trailers and checking them against the central vehicle registration database.

The system was based on decentralised, complex LSVA-specific functions in the recording device for detecting and recording attempts to circumvent the recording of mileage. The recording system transmits highly aggregated data to the central system of the FOCBS for determining the charges.

The collection from foreign vehicles was based on the comprehensive inspection of all vehicles entering the customs area. These inspections ensured that every vehicle had a ticket and that the LSVA could be collected. At the same time, this made it possible to stop vehicles that were on the blocking list and collect any outstanding debts and fines. The accuracy of the mileage resulting from the difference between the mileage declared on entry and exit could be verified using the passages recorded by the control systems on the motorways and, if necessary, assessed at discretion.

#### **4.4.3 System approach for LSVA III**

With LSVA III, a completely new approach to the collection system had to be developed due to changing conditions.

The new system meets the new requirements:

1. No dedicated collection device (OBU) for the LSVA

The collection system should be as compatible as possible with EETS, allowing a commercially available collection device to be used.

The inherent loss of collection reliability must be compensated for by a significant increase in roadside data collection, in particular through mobile units deployed across the area.

2. Freedom for future policy decisions

To enable location- and time-based tariffs, the kilometers travelled must be calculated centrally based on raw data (GNSS positions) from the collection system. This approach allows tariffs to be modelled as desired.

3. Provision of the collection service by the market

The FOCBS is withdrawing from its role as provider of the national collection service and will limit itself to its sovereign tasks.

Opening up the provider market for the national collection service and the European EETS collection service for all users. The FOCBS goal is for the market to develop in such a way that, once the contract with the new provider of the new national service, National

Electronic Toll Service (NETS), expires, a new tender will be obsolete because there will be enough providers available on the market to ensure basic service for all users.

In order to minimise restrictions on future solutions, the new system concept no longer requires a DSRC interface with CCC transaction. Vehicles on the road will be recorded exclusively by video. In addition, the completeness of the recorded routes will be ensured by plausibility checks of the GNSS position itself. The decision not to use DSRC significantly reduces the complexity of the system.

The new NETS providers will undergo an approval process similar to that for EETS providers.

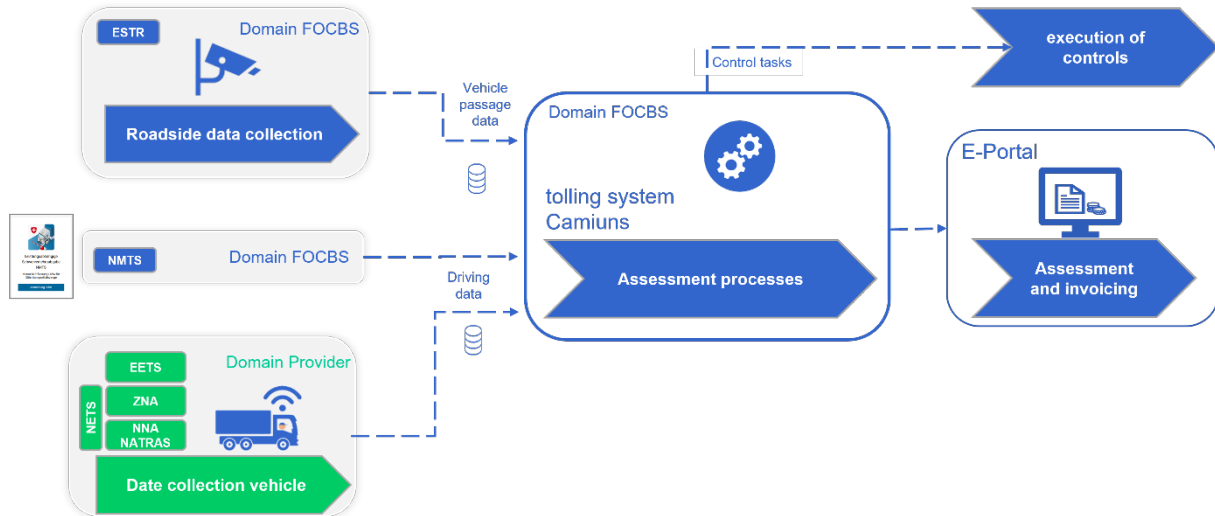
4. Free pass at the border

Foreign vehicles should no longer have to stop at the border for LSVA registration. No more systematic checks at the border by the FOCBS. To this end, all foreign vehicles should use an electronic registration service (EETS) wherever possible. It must be possible for the remaining occasional users without an electronic service to declare a journey using the manual system before border crossing and without infrastructure at the border.

5. Future-proof system architecture

The data required for LSVA collection (vehicle identification, GNSS positions, trailer changes) is generic and should be able to be collected by any system that is not specific to toll collection. Ideally, the data collected by the vehicle itself will be able to be used directly in future.

## Simplified process overview



More information about the current status of LSVA III is included in chapter 5.6.

## 5 EFP Toll Charger: Progress Report

### 5.1 AISCAT / Italy

#### 5.1.1 Name of National Provider/Issuer OBUs

Legacy service: Telepass S.p.A.

#### 5.1.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
i. AXXÈS	i. IN OPERATION	i. 2021/05/10
ii. UNIPOLTECH	ii. IN OPERATION	ii. 2021/12/06
iii. DKV EURO SERVICE	iii. IN OPERATION	iii. 2023/05/02
iv. TOLLTICKETS	iv. IN OPERATION	iv. 2023/08/04
v. AS24 ITALIA <sup>1</sup>	v. IN OPERATION	v. 2024/02/19
vi. TELEPASS	vi. IN ACCREDITATION	vi. Not applicable

#### 5.1.3 List of accredited OBU of EP/SP

In Italy, the accreditation procedure refers to EP/SP, therefore a list of accredited OBUs is not available. However, the table below reports a list of the OBUs in operation for each EP/SP.

Name of EP/SP	OBU (in operation)	Version
DKV	Norbit VTR850-B	V.2.19.4
DKV <sup>1</sup>	Norbit VTR850-B	V.2.19.4
DKV <sup>1</sup>	Yunex C3080 T4E	GoMa 4.9
Axxès <sup>1</sup>	Kapsch TRP 4010-20B	
Axxès	Kapsch TRP 4010-20B	
Axxès	Kapsch 5310-00A	V.4.7.48
UnipolTech	Norbit VTR850-B	V.2.26.11

<sup>1</sup> Interoperable national service

UnipolTech	Norbit VTR850-UB (pilot)	DSRC: v2.32.0 - BLE: version 02.00
UnipolTech <sup>1</sup>	Norbit VTR850-B	V.2.26.11
TollTickets	Kapsch 5310-00A	V.01.03.01
TollTickets	Kapsch TRP 4010-20B	
TollTickets	Kapsch 5310-22A	V.02.04.00
AS24 Italia <sup>1</sup>	Yunex C3081	V.3.2.2
AS24 Italia <sup>1</sup>	Kapsch TRP 4010-20B	

#### 5.1.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU: The EETS Directive 2019/520/EU was transposed in the Italian law by the Legislative Decree (DLGS) nr. 153/2021 (no changes since the last progress report). Referring to the service contract between TC and EP, the Italian motorway sector finalized an updated contractual scheme, preliminarily discussed with the EPs who have signed a contract to provide the service in Italy. The new contractual template, compliant to the Italian Competition Authority provisions (ref. investigation nr. A553), is aimed at updating the communication flows to the provisions of EU Dir. 520/2019 and to the revisions of the technical standard ISO 12855, as well as at meeting the operational requirements to improve the service provided to the users.
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling): the application period will start on 25 March 2026; the Italian Ministry of Infrastructure and Transport is working on the transposition: the Italian TCs are evaluating the potential impacts due to the application of this directive.
- Update on EETS Domain Statements and tolling regulations: Toll Domain Statements are regularly updated, by the end of each year, or according to specific needs. During the first 6 months of 2025 no changes has been reported by TCs.

#### 5.1.5 Outlook for the next 12 Months

- Ongoing accreditations: 2 new OBE accreditation procedures are currently ongoing with 2 EP in operation. Furthermore, the VRS (pilot) phase for a new OBE is envisaged to start during the second half of 2025.
- Ongoing re-accreditations: 2 OBE re-accreditation procedures are currently on going, one of which with the National Service Provider (OBE without GNSS/Mobile network).
- Expected accreditations: 1 new OBU accreditation from EP/SP currently in service, 2 OBEs will conclude the running accreditation process.



- Planned OBE re-accreditation: no planned OBE re-accreditation but at least n.1 re-accreditations over 2025 is foreseeable.
- Relevant changes in toll domain: No updates since the last progress report.

### 5.1.6 Other Issues and Developments

- About the adoption of the last version of the back-office electronic fee collection protocol (ISO EN 12855:2022, application profile of the CET/TS 16986), 2 EP are using the new back-office standard (while testing the messages for advance services - like the ones for managing user complaint or charging RMPP); other EPs are showing interest to implement the new interfaces. The Italian TCs look forward to introducing the new back-office standard with all the EP/SP in order to improve the service level towards the users.
- During the 2025, the Italian TCs with the coordination of AISCAT are continuing the work inside the ETC coordination structure (*Struttura Coordinamento Telepedaggio*). The committee brought common issues and solutions to improve the EETS service (e.g. update of the ETTS contract template, improvement in blacklist management, management of special clients such as voluntary associations/ambulances and police in the ETTS, etc..).
- During the 2025, the Italian TCs with the coordination of AISCAT are still scheduling the bi-monthly meetings with the EPs focusing on the monitoring the ETC services and on the EETS service improvement.

## 5.2 APCAP / Portugal

### 5.2.1 Name of National Provider/Issuer OBUs

#### 5.2.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Via Verde Portugal	In Operation	n/a
CTT Portugal	In Operation	n/a

Via Verde acts as the hub for Portuguese Toll Chargers. Via Verde set its priorities towards concluding full interoperability with Spain and continues to develop efforts towards a strategic definition on how to move towards France and other countries.

Regarding Spain, efforts continue in order to solve technical issues related with Road Side limitations, mainly black list length, on the Toll Charges involved in Basque Country and other small operator.

For France and other countries, Via Verde kept the effort to discuss scenarios with multiple stakeholders, in order to define a proper strategy to address French interoperability aspects, for both Heavy Goods and Light Vehicles. Indirect model has been defined and is looking for partners.

Regarding foreign acceptance, with the implementation of the transposition of the interoperability law the products available through CTT for foreign drivers, based on ALPR – vehicles without OBU, are now available in all Toll Domains in Portugal (Traditional tolling and MLFF).

Currently, through Via Verde, the OBU's from these issuers are accepted in the Portuguese electronic toll network:

Issuer	Representant
ANDBANK	NGB
BANCO CAMINOS	NGB
BANCO CEISS	NGB
BANCO COOPERATIVO ESPAÑOL S.A.	NGB

Banco Espirito Santo	NGB
Banco Mediolanum	NGB
Banco Mare Nostrum	NGB
Banco Pastor	NGB
Banco Popular	NGB
Banco Sabadell	NGB
Banco Santander	NGB
Banesto/Openbank	NGB
Bankia	NGB
Bankinter	NGB
BANKOA	NGB
BBK/Kutxabank	NGB
BBVA	NGB
CAIXA ONTINYENT	NGB
Caixabank	NGB
Caja Almendralejo	NGB
Caja de Arquitectos	NGB
CAJA DE INGENIEROS	NGB
Caja Duero	NGB
Caja España	NGB
Caja3	NGB
Cajas Rurales Unidas, S.C.C.	NGB
Cajasur/Kutxabank	NGB
CatalunyaCaixa	NGB
Cecabank	NGB
Echeverria	NGB
Eurocaja Rural	NGB
EVO Banco	NGB
Ibercaja	NGB
Kutxa/Kutxabank	NGB
Laboral Kutxa	NGB
Liberbank	NGB
Novagalicia Banco	NGB
Unicaja	NGB
Vital Kutxa/Kutxabank	NGB

Bip&Drive	Bip&Drive
Bip&Go	Bip&Drive
CEPSA	RESSA
DKV	RESSA
Ingenico	Ingenico
Pagatelia	Pagatelia
RESSA	RESSA
SERVISA	RESSA
Solred	Solred
Telepass	Bip&Drive
Telepass	Pagatelia
Tolltickets	Tolltickets
Vinci	Pagatelia
Easytrip	Pagatelia
AS24	RESSA
EuroWag	Pagatelia

### 5.2.3 List of accredited OBU of EP/SP

- OBU 610, 615F, 615S and 615R – Q-Free
- OBU VTR850-B - Norbit
- OBU TRP4010-01A – Kapsch
- OBU TS3203/11D – Kapsch

### 5.2.4 Legal and contractual status

The adjustments to the DL n°84-C/2022, Portuguese transposition of the interoperability directive, entered in force in January 8<sup>th</sup> 2025.

Revision off the Domain Statements and development of the regulations expected with the transposition of the Directive to National legislation. New Domain Statements from TC in evaluation at National Sector regulator authority (AMT).

Development of cross border enforcement by facilitation of access to the DMV database (via Eucaris) – still not available and without any information on availability date from the designated contact point.

Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling) transposed to national law by DL n° 38/2025 at March 25, but with no impact on current concession contracts. No CO<sub>2</sub> based tolling initiatives known.

### **5.2.5 EETS market development**

No information

### **5.2.6 Outlook for the next 12 Months**

For the next 12 months we expect to continue the implementation of the adjustments defined by the law DL 84-C/2022, with adjustments on the toll domains (updated domain statement, technical and processual adjustments in the toll systems (MLFF and Traditional)).

Other existing local service providers (CTT) will have its Toll products available in all toll domains.

### **5.2.7 Other Issues and Developments**

On May 3rd 2024, the Portuguese Parliament approved a law for the termination of tolls in the interior Motorways, under the Law Proposal n° 72/XVII/1º, affecting 7 concessions and 2 State Motorways that collects tolls under service contracts, all equipped with MLFF systems.

The law was confirmed in the 2025 public budget proposal so it started at January 1<sup>st</sup> 2025 with the abolish of toll collection. The affected network as an extension of 889 kms.

## 5.3 ASFA / France

### 5.3.1 Name of National Provider/Issuer OBUs

### 5.3.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Axxès	In operation (HGV domains)	02/01/2007
Eurotoll	In operation (HGV domains)	15/01/2007
TotalEnergies	In operation (HGV domains)	22/01/2007
DKV	In operation (HGV domains)	10/03/2008
Telepass	In operation (HGV domains)	22/02/2013
UMS	In operation (LV domains)	21/01/2025
Mobilis	In accreditation (LV domains)	

### 5.3.3 List of accredited OBU of EP/SP

Autostrade Tech	EECOTS01
Autostrade Tech	EECOTS02
Autostrade Tech	ETOLL2ST-HE
Autostrade Tech	TLPDM02
Autostrade Tech	TLPDM03 and TLPDM03-HE
Autostrade Tech	TLPV5 and TLPV5-HE
CSSI	MELODHY 2 CS150 (without buzzer)

CSSI	MELODHY 2 CS151 (with buzzer)
CSSI	MELODHY 2 CS161
EFKON	FZ2358 (Standard OBU)
EFKON	FZ3458 (GoBox OBU)
GEA	XG 5000
Kapsch TrafficCom	OBU 5310-22A
Kapsch TrafficCom	OBU-5310-00A
Kapsch TrafficCom	PREMID TS3203/10B
Kapsch TrafficCom	PREMID TS3203/10B RAM Firmware
Kapsch TrafficCom	TR 4030-01A Bluetooth
Kapsch TrafficCom	TRP 4010/00A and TRP4010/10A (and 01A and 11A)
Kapsch TrafficCom	TRP 4010-20B/21B and TRP4010-30B/31B
Kapsch TrafficCom	TS 3203/10D
Kapsch TrafficCom	TS 3290-00A and TS 3290-00B
Masternaut	TRIBOX.R1
Movyon	TLPV5.1
NORBIT ITS AS	VTR 850-B and VTR850-T
Princip	OBU U850
Q-Free	MD 5884
Q-Free	OBU 615
Q-Free	OBU 615-U
Q-Free	OBU 610
SIEMENS	SSU C3080 (OBU-C3080-T4E)
SIEMENS Austria	SSU C3077 (SITRAFFIC SENSUS UNIT)
TELEPASS	ETOLLK1TL
Thalès GEA	TG 4400
TollNet	Billien OBU5050
Yunex	SSU C3081
Continental	OBU5+

### 5.3.4 Legal and contractual status

#### Implementation of EETS Directive 2019/520/EU

- The EETS Directive has been implemented in national legislation.
- ASFA led the drafting of a new contractual framework, the TIS SET VL/ PL (which stands for “toll interoperable system EETS heavy vehicles / light vehicles”), covering both heavy and light vehicles, that will soon replace TIS-PL. The structure is the same: a contract between all the French concessionaires and a “framework contract template” to be concluded between each toll charger and each EETS provider. The framework contract is supplemented by specific conditions negotiated bilaterally between each concessionaire and each EETS provider. ASFA answered to questions raised by the EETS providers on the “framework contract template”, took into account some of the suggestions for amendments and organised bilateral meetings with the EETS providers, if requested. The negotiations on the “framework contract template” with EETS providers have come to an end. The latest version of the contract was approved in Autumn 2024, by all the toll chargers and EETS provided, reunited in the “Comité TIS SET”, a new institution, with decision-making powers, within which toll collectors and EETS providers, registered and active in France, cooperate to ensure the implementation of the EETS Directive and the interoperability of electronic toll collection in Europe.

The EETS providers are now engaged in the signature of the agreement (framework contract and specific conditions).

#### Implementation of Eurovignette Directive 2022/362/EU (including CO2 based tolling)

The legal and regulatory provisions implementing the Directive will apply as concession contracts are renewed.

- **The Law of 9 March 2023** containing various provisions for adapting to European Union law in the fields of the economy, health, labour, transport and agriculture, transposes some of Eurovignette Directive’s provisions. This law provides for tolls to be modulated according to the carbon dioxide emissions of heavy



goods vehicles. It provides for toll exemptions and reductions, under conditions defined by decree.

Tolls are also increased by an external cost charge linked to air pollution caused by traffic.

- A **Decree of 27 December 2023** is intended to specify the conditions of application of the modulation by dividing vehicles into carbon dioxide emission classes in accordance with the provisions of paragraph 2 of Article 7gbis of Directive (EU) 1999/62. The methods for calculating the financial neutrality of the modulation, as well as the extent to which the toll varies according to the vehicle's carbon dioxide emission class, are specified in the concession agreements.
- An **Order of 9 January 2024** from the Minister responsible for national roads specifies the maximum reference values for external cost charge. These values are set according to the environmental performance of the vehicle, its technical characteristics and the suburban or interurban nature of the road section used. Where a road section has a non-homogeneous suburban or interurban character, the reference value taken into account is that relating to the character of which the length is in the majority and applies indiscriminately to the entire section, as specified in the specifications of the concession agreement. Where a driver is unable to certify the vehicle's emissions class, the maximum charge payable is applied.

#### Update on EETS Domain Statements and tolling regulations

- Upcoming opening of EETS domain for all vehicle categories.
- Updated toll domain statements have been published by the ART.  
<https://www.autorite-transports.fr/les-autoroutes/service-europeen-telepage/>

#### Update on contractual status

- DKV has switched from TIS PL to TIS SET PL accreditation

### 5.3.5 Outlook for the next 12 Months

- The deployment of free flow solutions will continue.
- Framework contract template toll charger – EETS provider: the signature procedure is ongoing and this contract will replace TIS-PL.
- Expected accreditations under TIS SET framework:
  - Eurotoll provisional accreditation to be confirmed
  - Axxès, Telepass and TotalEnergies to switch from TIS PL to TIS SET PL accreditation
  - UMS to continue pilot phase in order to be accredited for TIS SET VL
  - Mobilis to continue accreditation for TIS SET VL
- Planned re-certifications:
  - Estimated number of OBE certifications and re-certifications: 5 -10

### 5.3.6 Other Issues and Developments

Two new toll chargers are expected to start their operations in France in 2027: CeA and Région Grand Est. They will operate GNSS domains tolled only for vehicles above 3.5t.

## 5.4 ASFINAG / Austria

### 5.4.1 Name of National Provider/Issuer OBUs

ASFINAG Maut Service GmbH

### 5.4.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
BroBizz	In operation	2013
Telepass	In operation	2017
DKV	In operation	2017
Axxès	In operation	2018
Total/AS24	In operation	2018
Tolltickets	In operation	2019
Eurowag	In operation	2021
Toll4Europe	In operation	2022
ØresundPAY	In operation	2024

### 5.4.3 List of accredited OBU of EP/SP

In alphabetic order:

Autostrade Tech	TLPDM03-HE	In Operation
Autostrade Tech	ETOLL2ST-1HE	In Operation
Autostrade Tech	TLPV05-HE	In Operation
Kapsch SE	TS3290-00A	In Operation
Kapsch SE	TS3290-00B	In Operation
Kapsch SE	OBU-5310-00A	In Operation
Kapsch SE	OBU-4040-00A	In Operation
Kapsch SE	OBU-4040-10A	In Operation
NORBIT	VTP-1425	In Pilot Operation
Princip	Princip U850	In Operation
YUNEX	SSU C3077	In Operation
YUNEX	SSU C3080-T4E	In Operation
YUNEX	SSU C3081	In Operation
Telepass	ETOLLK1TL	In Operation

#### 5.4.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU:  
Directive 2019/520/EU was implemented in Austria on 19<sup>th</sup> of October 2021.
  - no change
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling):  
Directive 2022/362/EU was implemented in Austria on 1<sup>st</sup> of January 2024.
  - Adaptation of Tariff Scheme: Since 1<sup>st</sup> of January 2025, buses have received a reduction in the surcharge for CO<sub>2</sub> emissions (compared to trucks and heavy motorhomes)
- EETS Domain Statements and Tolling Regulations:
  - EETS Domain Statement:  
Valid Version: V. 1.0/2023 from 1<sup>st</sup> of December 2023  
(last Revision: Annex “Qualitätsmessung für EETS Anbieter”, Version 11.0, was published on 1<sup>st</sup> of December 2024)
  - Tolling Regulations:  
Valid Version: V.83 from 1<sup>st</sup> of April 2025
- EUCARIS:  
The implementation of the information exchange took place on 9<sup>th</sup> of December 2021.
  - no change

#### 5.4.5 Outlook for the next 12 Months

- Expected accreditations (EETS Provider)
  - No new accreditations currently planned (or requested)
- Planned re-certifications (OBE)
  - Estimated number of OBE certifications and re-certifications: 5-10
- Relevant changes in toll domain
  - The new (peer-to-peer) interface will be implemented in Q4/2025. The first migration of an EETS provider to the new interface is planned for Q1/2026.
  - CO<sub>2</sub> Tolling: The extension of the scope of application (currently: 4, 5, 9 and 10) to vehicle subgroups 1, 2, 3, 11, 12 and 16 has been prepared and can be implemented.

## 5.5 Bundesamt für Logistik und Mobilität (BALM) /

### Germany

#### 5.5.1 Name of National Provider/Issuer OBUs

#### 5.5.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass S.p.A.	In operation	April 2019
Toll4Europe GmbH	In operation	May 2019
TotalEnergies Marketing Services SAS	In operation	July 2020
Axxès SAS	In operation	September 2020
w.a.g. payment solutions, a.s. (Eurowag)	In operation	August 2022
Tolltickets GmbH	In operation	November 2022
Brobizz	In accreditation	

#### 5.5.3 List of accredited OBU of EP/SP

Autostrade Tech, ETOLL2ST-1HEB (Arianna 2)

Siemens, Sitraffic Sensus Unit C3080

Siemens, Sitraffic Sensus Unit C3077

Siemens, Sitraffic Sensus Unit C3081

Kapsch, TS3290/00B (until end of 2025)

Kapsch, TS3290/00A (until end of 2025)

Eurowag/Princip U850

Movyon, ETOLLK1TL (K1 Telepass SAT)

Kapsch 5310\_22A

Norbit VTP-1425 (in pilot operation)

#### **5.5.4 Legal and contractual status**

The implementation of Directive (EU) 2019/520 was completed in October 2021. It included legislative acts to change the relevant laws and decrees as well as changes to the toll domain statement.

The implementation of the new provisions of the Directive (EU) 2022/362 amending the Directive 1999/62/EC was completed in November 2023. The law implementing the Directive was published on 24 November 2023. CO2 tolling was introduced on 1 December 2023. The law also includes the extension of the toll obligation to vehicles over 3.5 t technically permissible maximum laden mass since 1 July 2024 with an exception for craftsmen.

On September 1, 2024, one element of the remuneration of EETS Providers - the usage and payment commission - was adjusted due to corresponding changes in the remuneration of the main service provider. Ongoing conciliation procedures may result in adjustments to the remuneration regulations. In principle, the current remuneration period ends on 31 December 2025.

#### **5.5.5 EETS market development**

The 6 EETS providers accredited for the toll domain BFStrMG now generate almost 40% of toll revenue in Germany. Further growth is also expected in the coming months.

#### **5.5.6 Outlook for the next 12 Months**

Six EETS providers have full accreditation and are in full operation.

One more EETS provider has started the accreditation process, but it is currently paused (upon request of the provider).

BALM has introduced a Toll Detection and Tariffing Service (MED) for EETS providers. The service is provided by state-owned Toll Collect GmbH on behalf of the BALM and will be mandatory from 1 January 2026. The five EETS providers, who still carry out the detection and tariffing themselves, have started suitability for use tests and the migration to the MED so that the migration to the new service will be completed for all of them by the end of the year.

BMV commissioned Toll Collect to establish the truck parking information system (Stellplatzinformationsdienst or SID). Based on pseudonymized position data of tolling OBUs, Toll Collect will estimate the current usage of parking lots along the motorways and will provide this information as “open data” to the German national hub for all kinds of traffic data (“Mobilithek”). This data can

be used free of charge to provide end-user services (e.g. by a smartphone app). Toll Collect itself will not provide any end user services. Four EPs support the service by adapting the transmission of their position data (and receive remuneration for this).

### 5.5.7 Other Issues and Developments

N/A

## 5.6 Bundesamt für Zoll und Grenzsicherheit (BAZG/ FOCBS) / Switzerland

### 5.6.1 Name of National Provider/Issuer OBUs

Federal Office for Customs and Border Security is the provider of the national service based on the OBU emotach (Continental OBU 1376) under the regime LSVA II. From 2025, the emotach service can only continue to be used by those vehicles that have been registered for it before the end of 2024. By end of 2025, the emotach service will be completely stopped. This will also terminate the role of the FOCBS as a service provider for OBUs.

As from June 2025, the new national provider NATRAS (<https://natras.ch/en/about-us/>) has started full operations for the **National Electronic Toll Service (NETS)** according to the revised legislation for LSVA III. NATRAS is a company that was founded by the winners of the tender, Kapsch TrafficCom AG and LOSTnFOUND AG, for the exclusive purpose of providing the national service.

### 5.6.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Axxès	in operation	20.03.2023 (LSVA II) 20.06.2025 (LSVA III)
Eurowag (W.A.G Payment Solutions a.s.)	in operation	26.06.2025 (LSVA III)
Telepass	in operation	14.01.2021 (LSVA II) 15.04.2025 (LSVA III)
T4E	in operation	20.08.2021 (LSVA II)

T4E	in accreditation (Pilot phase) for LSVA III	
TotalEnergies Marketing Services (TEMS)	in accreditation (Pilot phase) for LSVA III	
tolltickets	in accreditation (FOCBS is waiting for tolltickets to start pilot operation) for LSVA III	

### 5.6.3 List of accredited OBU of EP/SP

- Autostrade Tech S.p.A. ETOLL2ST
- Siemens Sitraffic Sensus Unit C3080
- BMoov' - KAPSCH 5310, Firmware 4.07.48
- Telepass S.p.A. ETOLLK1TL
- Yunex Sensus C3081
- Princip a.s. U850 in combination with the communication modul U890

### 5.6.4 Legal and contractual status

- EETS Directive 2019/520/EU is not implemented in Switzerland.
- Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling) is not implemented in Switzerland, CO<sub>2</sub>-dependent tariffication is not expected before 2030.
- The connection to EUCARIS is neither planned nor possible, at least as long as Switzerland does not adopt the EETS Directive 2019/520/EU.
- No changes in the EETS Domain Statement as well as in the tolling regulations.

### 5.6.5 EETS market development

On 31 May 2025, the LSVA II manual service terminals at the borders were taken out of service and replaced by the manual LSVA III service NMTS (National Manual Toll Service) as an infrastructure independent solution in the via web shop.

The manual service may only be used by foreign vehicles. At the time of migration, the proportion of journeys made by foreign vehicles via **EETS** was **90%**, compared with 10% via the manual service. This is a great success achieved together with the EETS providers.

Nevertheless, the the FOCBS's strategic goal is to further increase the EETS share in order to reduce the proportion of manual users close to zero.



Since the launch of LSVA III, EETS providers approved for LSVA III (see table under EP/SP in Operation) have also been able to activate EETS for domestic vehicles. However, as expected, the proportion of active domestic vehicles is currently relatively modest because the vast majority of vehicles registered in Switzerland are used exclusively within the country. There is likely to be a further increase towards the end of 2025, when domestic users will have to migrate to an electronic LSVA III service by that date at the latest.

### 5.6.6 Outlook for the next 12 Months

- TotalEnergies Marketing Services (TEMS): Approval for LSVA III
- T4E: Approval (re-accreditation) for LSVA III in combination with the Norbit OBU (4G)
- tolltickets should start pilot operation.
- From 1 October 2025, all electric vehicles that are still exempt from the charge will also have to register their journeys, which means that domestic vehicles must be equipped with an electronic recording device.

### 5.6.7 Other Issues and Developments

The new manual NMTS service went live on 1 April 2025. This means that all three new LSVA III recording services – EETS, NETS (National Electronic Toll Service) and NMTS – are now active. In June 2025, the EETS outage solution was also activated in NMTS, which enables EETS users to correctly report their mileage and have it charged via the EETS provider if their EETS OBU fails during the journey.

In parallel with NATRAS, the following three providers have already been passed the NETS accreditation process and are approved to provide the national service NETS:

- adnexo GmbH
- Xmatik AG
- TIS GmbH

Further providers are currently undergoing the accreditation process.

## 5.7 DARS / Slovenia

### 5.7.1 Name of National Provider/Issuer OBUs

DARS (DarsGo system)

### 5.7.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass S.p.A.	In unlimited production operation	1.2.2024
Toll4Europe GmbH	In unlimited production operation	1.8.2024
Tolltickets GmbH	In accreditation	Planned for Q2 2026

### 5.7.3 List of accredited OBU of EP/SP

Name of EP/SP	OBU Manufacturer/OBU Type	Phase
Telepass S.p.A.	Telepass/ ETOLLK1TL	In unlimited production operation
Toll4Europe GmbH	Siemens/ Sitraffic Sensus Unit C3080	In unlimited production operation
Toll4Europe GmbH	Norbit VTP-1425	In testing/trial phase

### 5.7.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU: The legislation was aligned with EETS Directive 2019/520/EU in November 2020.
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling): The Tolling act was aligned with Directive 2022/362/EU in December 2024. The Tolling Act entered into force on 18.12.2024. The act stipulates the differentiation of infrastructure charge based on CO<sub>2</sub> emission classes, without the imposition of any additional external cost fee for now.
- Update on EETS Domain Statements and tolling regulations:
- Toll domain statement is harmonized with EETS directive – no changes. Changes for CO<sub>2</sub> based tolling will be included with implementation of CO<sub>2</sub> differentiation in the tolling system, expected in Q4/2025.

- Tolling Regulations – will be aligned to include CO2 differentiation of infrastructure charge, expected in Q4/2025
- Update on EUCARIS: DARS enforcement system for vehicles up to 3.5T is connected to the EUCARIS system. For vehicles over 3.5T and for the Karavanke tunnel system is connected to the EUCARIS system for offence procedures (via Toll Offence application)

### **5.7.5 EETS market development**

The current share of EETS TSPs in DarsGo toll domain is app.18% (by the date of the report).

### **5.7.6 Outlook for the next 12 Months**

- Expected accreditations: after the successful implementation of the first two TSPs, Telepass S.p.A and Toll4Europe GmbH, it will be possible to include the next TSP or to include additional OBU-type of already implemented TSPs.
- Project in progress with 3<sup>rd</sup> TSP – Tolltickets GmbH
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...): after the technical adjustment of the tolling system for CO2 tolling, a new tariff scheme will be implemented for the needs of CO2 differentiation.

### **5.7.7 Other Issues and Developments**

- For 2026 it is planned that the new DARS data exchange hub will be established for EETS with purpose to replace the current EasyGo Hub solution.
- Currently there are no details yet, we will be in contact with each TSP.

## **5.8 HELLASTRON / Greece**

No report was sent to the EFP Secretariat.

## 5.9 National Revenue Administration (KAS) / Poland

### 5.9.1 Name of National Provider/Issuer OBUs

E-Toll

### 5.9.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass	In operation	17.10.2022
Toll4 Europe	In operation	1.08.2024
Data System	In accreditation	
Eurowag	In accreditation	

### 5.9.3 List of accredited OBU of EP/SP

Telepass:

- Arianna 2 - Autostrade Tech S.p.A.
- K1 - Telepass S.p.A.

Toll4Europe:

- Sitraffic Sensus Unit C3080
- Norbit VTP-1425= new OBU in acceptance testing

### 5.9.4 Legal and contractual status

- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling)

Ministry of Infrastructure is responsible for implementation of Eurovignette Directive.

28th October 2024 Committee for Programming the Government's Work accepted the draft legislation implementing the directive 1999/62 and launch the government legislative process.

The project was assigned the number UC74 and is publicly available on the government website:

<https://legislacja.rcl.gov.pl/projekt/12392002/katalog/13097044#13097044>

The project is only available in Polish. From 28th November 2024 the inter-ministerial arrangements and public consultations devoted to the project have been carried out.

The law is scheduled to be adopted in the first quarter of 2026 at the earliest.

- Update on EETS Domain Statements and tolling regulations

In January 1, 2025 - was implemented a new tariff plan that increases e-toll rates by the rate of inflation (<https://etoll.gov.pl/en/news/change-in-toll-rates-for-heavy-vehicles-from-1-january-2025/>).

### 5.9.5 EETS market development

The market for EETS providers has not changed significantly, but more accreditations are expected in the future. In Q3 2025, another accreditation-operating agreement will be signed with a new Data System provider and accreditation tests will be implemented.

National Revenue Administration is preparing from the technical side for the implementation of Eurovignette Directive - integration documentation under CO2 has been prepared and provided to providers.

### 5.9.6 Outlook for the next 12 Months

For the next 12 months we are planning:

- 1) expected accreditations:

The most advanced activities in the accreditation process currently involve:

- Data System - a contract and accreditation tests are planned in Q3 2025. The supplier plans to start the service in Poland in Q4 2025.
- EUROWAG – remarks on the technical and commercial concept have been sent and depending on the progress of document agreement and decisions of these providers in the second half of 2025, further actions will be implemented to accredit this provider.

- 2) changes in toll domain:

It is planned to expand the network of toll roads in Poland in the 4Q of 2025. The range of this extension, as well as the timing, depends on the decision of the Ministry of Infrastructure leading in this area.

### 5.9.7 Other Issues and Developments

N/A

## 5.10 NDS / Slovakia

### 5.10.1 Name of National Provider/Issuer OBUs

National toll system operator SkyToll, a.s

### 5.10.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass S.p.A.	In operation	15/03/2024
Toll4Europe GmbH	In operation	15/03/2024
ITIS Holding a.s.	In operation	15/03/2024
W.A.G. Payment solutions a.s.	In operation	15/03/2024

### 5.10.3 List of accredited OBU of EP/SP

ITIS Holding a.s.

Billien OBU 5050

Telepass S.p.A.

Telepass ETOLLK1TL

Autostrade tech S.p.A ETOLL2ST

Toll4Europe GmbH

Sittraffic Sensus Unit C3080

W.A.G. Payment solutions a.s.

OBU U850 Cortex M4

#### **5.10.4 Legal and contractual status**

- Implementation of EETS Directive 2019/520/EU
  - Implemented, and since 15<sup>th</sup> March 2024 in operation.
- Implementation of the Eurovignette Directive 2022/362/EU (including CO2-based tolling).
  - The transposition of the Eurovignette Directive into Slovak legislation was currently approved and is in force as of 1<sup>st</sup> January 2025. The changes in the toll regime, including the introduction of an external-cost charge for CO2 emissions, are already implemented in both the national toll system and the EETS system, with all EETS Providers in operation also re-certified, tested and ready to go into operation, with effective start on 1<sup>st</sup> July 2025.
- Update on EETS Domain Statements and tolling regulations.
  - The EETS Domain Statement is currently just before the publication of an update covering the implementation of the CO2 toll and a few operational adjustments. The publication on the Toll Charger's website and the validity of the update is 1<sup>st</sup> July 2025.

#### **5.10.5 EETS market development**

Since 15<sup>th</sup> March 2024, the share of toll collected through EETS has progressively increased to the current value for the 1st quarter of 2025, which is approximately 47% of the total toll collection in the Slovak Republic.

#### **5.10.6 Outlook for the next 12 Months**

- Expected new OBE accreditation from Toll4Europe, which is planned to be rolled out in September 2025.
- A preparation of accreditation time schedule with AS 24 as a new applicant for the provision of EETS in Slovakia.
- Preparation to launch the new national toll system, including a new EETS Interface, planned within 2026.

#### **5.10.7 Other Issues and Developments**

N/A

## 5.11 National Toll Payment Service Plc / Hungary

No report was sent to the EFP Secretariat.

## 5.12 RDW / Netherlands

### 5.12.1 Name of National Provider/Issuer OBUs

### 5.12.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s) for the HGVC and are currently in the accreditation process. Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass	In accreditation	n/a
Toll4Europe	In accreditation	n/a
TotalEnergies	In accreditation	n/a
Axxes	In accreditation	n/a

The following SPs are accredited by RDW for the e-TOL scheme:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Be Mobile (Flitsmeister)	In operation	December 7, 2024
24Toll	In operation	December 7, 2024
Move IZI	In operation	December 7, 2024

### 5.12.3 List of accredited OBU of EP/SP

N/A



#### 5.12.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling)
- Approval of amendment law / change Act is performed by Parliament. Subsequently the first chamber has asked questions which are now being answered. No impact foreseen.
- Update on EETS Domain Statements and tolling regulations: EDS Blankenburgverbinding and EDS HGVC will most likely be re-released (slight amendments following on dialogue with SPs) around September 2025.

#### 5.12.5 EETS market development

No EETS-providers yet in accreditation for the e-TOL scheme.

#### 5.12.6 Outlook for the next 12 Months

e-TOL ([www.e-tol.nl](http://www.e-tol.nl)):

- Expected accreditations
- Planned re-certifications
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...)
- New Toll tariffs (per January 2026) for e-TOL announced after October 2025

For HGVC:

- Roadmap towards first accreditation
- First DSRC-tests with EETS SPs performed in June on RDW's test track in Lelystad.
- First accreditations expected to be finalized Q1 2026
- Expected planned number of EP/SP
- 7, including MSP (brandname: Nedling)
- New Toll tariffs (per January 2026) for HGVC announced after October 2025
- New website HGVC released: [Vrachtwagenheffing in Nederland | RDW](https://www.vrachtwagenheffing.nl) ([www.vrachtwagenheffing.nl](https://www.vrachtwagenheffing.nl))

#### 5.12.7 Other Issues and Developments

N/A

## 5.13 Ředitelství silnic a dálnic s. p. (ŘSD) / Czech Republic

### 5.13.1 Name of National Provider/Issuer OBUs

National provider = consortium of:

**CzechToll s.r.o.**

Argentinská 1610/4, Holešovice, 170 00 Praha 7, Czech Republic

ID: 06315160, VAT ID: CZ06315160

and

**SkyToll, a.s.**

Lamačská cesta 3/B, 841 04 Bratislava, Slovak Republic

ID: 44 500 734, VAT ID: 2022712153 / SK2022712153

National OBU provided by CzechToll:

Billien OBU 5051

### 5.13.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
W.A.G. payment solutions, a.s. (Eurowag)	in operation	Jan 9, 2023
ITIS holding a.s. (ITIS)	on hold since March 2025	Mar 1, 2023
Telepass S.p.A.	in accreditation – Pilot Operation Mode undergoing (EETS Contract signed & executed as of 4 <sup>th</sup> October 2024)	
Toll4Europe GmbH.	in accreditation (EETS Contract signed & executed as of 24 <sup>th</sup> March 2025)	
TotalEnergies SAS / AS 24	NDA signing in process	

### 5.13.3 List of accredited OBU of EP/SP

- Eurowag - EW OBU (U850)
- ITIS - Billien OBU 5050

### 5.13.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU
- Implemented.
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling)
- Implemented, CO<sub>2</sub> based tolling in operation since Mar 1, 2024.
- Update on EETS Domain Statements and tolling regulations
- Update on EUCARIS
- Some modules implemented and being used (for example CBE, PRÜM, RESPER, ERRU, eCALL, VAT),
- Some are being implemented (for example finalization (the second way) of TOLL/eETS).

### 5.13.5 Outlook for the next 12 Months

- Expected accreditations
- Toll4Europe – 1<sup>st</sup> phase completed, EETS Contract signed,
- Axxès – 1<sup>st</sup> phase in progress.
- Planned re-certifications
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...)
- New Toll Tariffs (no structural change, just values) prepared and implemented to the ETS with the validity from Jan 1, 2025.
- EETS Provider Remuneration scheme within CZ Domain for 2025 - subject to annual re-valuation has been adjusted to 2.35%.

(Due to overall Toll Rate increase in CZ, there is a reduction in the percentage of remuneration to EETS Providers - hence the change from 2.48% to 2.35%.

However, according to our calculations EETS Providers should receive a higher reward in absolute value.)

- New toll tariffs with the validity from Jan 1, 2026, are being calculated.

### 5.13.6 Other Issues and Developments

N/A

## 5.14 SEOPAN / Spain

No report was sent to the EFP Secretariat.

## 5.15 Sund & Bælt / Denmark

Denmark has two Toll Domains. The first one is the Storebælt Bridge operated by A/S Storebælt under Sund & Bælt which is a DSRC, barrier-based domain.

The second is KmToll, a GNSS-based Toll Domain operated by Sund & Bælt Holding A/S on behalf of the Danish Ministry of Taxation, encompassing appr. 10.900 km of the Danish road network), thus making the toll a tax which accrues to the Danish state.

### 5.15.1 Name of National Provider/Issuer OBUs

There is only one issuer of OBE's in Denmark – Brobizz A/S which has the status as EETS Provider.

There is no appointed national issuer in Denmark.

### 5.15.2 EP/SP in Operation, Storebælt

The following EP/SP have signed contracts with A/S Storebælt as Toll Charger on the Storebælt Toll Domain. Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)	EETS Domain
Telepass*	In operation	2017	Storebælt
DKV	In operation	2017	Storebælt
Total Energies / AS 24	In operation	2020	Storebælt
ØresundPAY	In operation	2021	Storebælt
Brobizz A/S	In operation	2016	Storebælt
Fremtind Service AS	In operation	2021	Storebælt
SkyttelPASS AS	In operation	2021	Storebælt
Axxés	In operation	2022	Storebælt
W.A.G. payment solutions, a.s.	In operation	2023	Storebælt
tolltickets GmbH	In Operation	2022	Storebælt
Toll4Europe GmbH	In Operation	2022	Storebælt
Flyt AS	In operation	2023	Storebælt

Unipoltech	In accreditation	4 <sup>th</sup> quarter 2025	Storebælt
------------	------------------	------------------------------	-----------

\*As subcontractor via SkyttelPASS AS

### 5.15.3 List of accredited OBU of EP/SP, Storebælt

The following EP/SP OBU's are in operation for Storebælt. (Only DSRC 15509).

- Kapsch - 4201 01 K, OBU-4040-00A, OBU-5310-00A, 5310-22A and OBU-4010-21B
- Autostrada Tech TLPOM03-HE, ETOLL2ST-1HEB V2 (Arianna 2) and ETOLLK1TL
- Siemens C3077, C3080
- Q-free OBU615
- Norbit VTR850, VTM 475

### 5.15.4 Legal and contractual status, Storebælt

- The Danish implementation of the EETS Directive 2019/520/EU has been carried out with "BEK nr. 1379 af 04/12/2024".
- Update on EETS Domain Statements and tolling regulations. The EETS Domain Statement for KmToll has been updated on 13 December 2024.
- EUCARIS has been in use since 1st quarter 2023 on the Storebælt Toll Domain.

### 5.15.5 Outlook for the next 12 Months

For Storebælt:

- Storebælt have informed all EETS Providers they have an agreement with about the decision to replace the current communication procedures, which utilize the centralized data exchange platform EasyGo HUB, with peer-to-peer communication between EasyGo Toll Chargers and EETS Providers no later than 1. Quarter 2028. This change aligns with the standards ISO 12855 and EN 16986 in their up-coming versions. During the next half year, a plan for replacement will be established.
- As a consequence of the replacement no new EETS provider is expected to be accredited during 2025.

### 5.15.6 EP/SP in Operation, KmToll

The following EP/SP have signed contracts with Sund & Bælt Holding A/S as Toll Charger on the Danish KmToll domain. Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)	EETS Domain
BroBizz A/S	In operation	1 Jan. 2025	KmToll
Telepass	In operation	1 Jan. 2025	KmToll
ØresundPAY	In operation	1 Jan. 2025	KmToll
SkyttelPASS AS*	In operation	1 Jan. 2025	KmToll

\*As subcontractor via Telepass

### 5.15.7 List of accredited OBU of EP/SP, KmToll

The following EP/SP OBU's are in operation for KmToll.

- Kapsch 5310-22A
- Autostrade Tech ETOLL2ST-1HEB V2 (Arianna 2)
- Telepass ETOLLK1TL
- Brobizz Toll App (Neology GNSS tolling app for IOS)

### 5.15.8 Legal and contractual status, KmToll

- The Danish implementation of the EETS Directive 2019/520/EU has been updated where "BEK nr. 1863 af 27. September 2021" has been replaced by "BEK nr. 1379 af 04/12/2024".
- Implementation of Euro-vignette Directive 2022/362/EU (including CO2 based tolling) has been introduced with KmToll entering into force on 1 January 2025
- Update on EETS Domain Statements and tolling regulations. The EETS Domain Statement for KmToll has been updated on 13 December 2024.

### 5.15.9 Outlook for the next 12 Months, KmToll

For the Danish Kilometre Toll Scheme:

- The application process for the next accreditation round is expected to commence during autumn of 2025
- We expect a re-certification for the Brobizz Toll App (Neology GNSS tolling app), making the app available for Android users.
- We expect a bill to be passed by parliament for expanding the scheme to include HGV above 3,5 tonnes starting 1 January 2027.

### 5.15.10 Other Issues and Developments

N/A

## 5.16 Viapass / Belgium

### 5.16.1 Name of National Provider/Issuer OBUs

Satellic NV

### 5.16.2 EP/SP in Operation

The following EP/SP have signed contracts with the Toll Charger(s). Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Axxès	In operation	01/04/2016
Eurotoll	Stopped operations	2017
TotalEnergies Marketing Service	In operation	2017
Telepass	In operation	2017
Toll4Europe	In operation	2018
EuroWAG	In operation	2022
Toll Tickets	In accreditation	N/A

### 5.16.3 List of accredited OBU of EP/SP

Provider	Manufacturer	OBU
Satellic	Continental	1372
Axxès	Kapsch	3290A/B
	Kapsch	5310-00A
	Yunex	C3081
EuroWAG	Prinzip	U850
Telepass	Autostrade	Ariana 2
	Telepass	K1
Toll4Europe	Yunex	C3080
	Norbit	VTP-1425
Toll Tickets	Kapsch	5310-00A/22A
TotalEnergies Marketing Services	Yunex	C3077

	Yunex	C3081
--	-------	-------

#### 5.16.4 Legal and contractual status

No changes compared to last progress report.

#### 5.16.5 EETS market development

The EETS providers account for the majority of the active On-Board Units on a daily basis but their market share remained essentially stable over the last 12 months (with only some movements between EETS providers).

#### 5.16.6 Outlook for the next 12 Months

- Expected accreditations

Toll Tickets

- Planned re-certifications

Conditional to changes in the timeline of EETS providers, we currently expect the certification of two new devices for already accredited EETS providers.

- Relevant changes in toll domain

Implementation a CO2 tariff scheme, with the earliest possible implementation date on July 1<sup>st</sup>, 2026.

#### 5.16.7 Other Issues and Developments

N/A



## 6 EETS Provider / Service Provider: Progress Report

### 6.1 EETS Provider

#### 6.1.1 Axxès SAS

##### 6.1.1.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since (if applicable), country of registration
Axxès	EETS Provider	21st December 2015, France

##### 6.1.1.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria LKW Maut	Direct	
Belgium PKB	Direct	
Belgium Liefkenshoek	Direct	
Denmark Oresund	Direct	
Denmark Storebaelt	Direct	
France TIS - PL	Direct	
Germany LKW Maut	Direct	
Hungary	Partner	
Italy SIT-MP	Direct	
Italy SET	Direct	
Poland e-Toll	Partner	
Poland A1	Partner	
Poland A2	Partner	
Poland A4	Partner	
Portugal Viaverde	Partner	
Spain Via-T	Partner	
Switzerland LSVA	Direct	

#### 6.1.1.3 OBUs in Operation

Axxès is using Kapsch Trafficom devices with either DSRC and GPS embedded functions or only DSRC capabilities. Since 2025, Axxès is also deploying Yunex equipments.

Manufacturer	Type
Kapsch	3290/00A
Kapsch	3290/00B
Kapsch	5310/00A
Kapsch	4010/20B and older generations
Yunex	C3081

#### 6.1.1.4 Outlook for the next 12 Months

- expected accreditations:
- Czech Republic, Denmark, Netherlands, Slovakia are in evaluation
- Germany migration to MED
- planned re-certifications: n/a
- relevant changes: accreditation and/or certification of both Yunex C3081 and Continental VDO Link for tolling.

#### 6.1.1.5 Other Issues and Developments

N/A

### 6.1.2 BroBizz A/S

No report was sent to the EFP Secretariat.

### 6.1.3 DKV EURO SERVICE GmbH & Co. KG

No report was sent to the EFP Secretariat.

### 6.1.4 Øresundsbro Konsortiet/ØresundPAY

No report was sent to the EFP Secretariat.

### 6.1.5 Pagatelia (Verra Mobility)

No report was sent to the EFP Secretariat.

### 6.1.6 Telepass S.p.A.

No report was sent to the EFP Secretariat.

### 6.1.7 Toll4Europe GmbH

#### 6.1.7.1 Provider status

Name of Company	Status:	Registered as EP since, country of registration
Toll4Europe GmbH	EETS Provider	Feb 22, 2017, Germany

#### 6.1.7.2 Toll Domain Coverage

Please describe your current toll domain coverage:

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria	direct	
Belgium (Liefkenshoek Tunnel)	partner	
Belgium (Viapass)	direct	
Bulgaria	partner	
Denmark (Storebælt)	direct	
France	partner	
Germany (BALM)	direct	
Germany (Herrentunnel)	partner	
Germany (Warnow Crossing)	partner	
Hungary	partner	
Italy	partner	
Poland	direct	
Portugal	partner	
Spain	partner	
Sweden (Øresund)	direct	
Switzerland	direct	
Slovakia	direct	
Slovenia	direct	

#### 6.1.7.3 OBUs in Operation

Siemens Sitraffic Sensus Unit C3080

#### 6.1.7.4 Outlook for the next 12 Months

- Enhance toll domain coverage continuously: certification for CZ ongoing; DK, NL and Al-sace are in evaluation.
- In DE the migration towards a central toll detection has started and will be finished until 12/2025.
- Certification of new OBU in all toll domains.
- Enhancement of service features and VAS is ongoing.

#### 6.1.7.5 Other Issues and Developments

- **Migration to EETS:** The success of EETS is dependent on how the European EETS regulations are transposed into national law in the Member States, ensuring that there is no discrimination between the national Service Provider and any EETS Providers. This is not only related to the technical and operational procedures, but also to the remuneration or other commercial conditions. Without a fair, non-discriminatory and equal remuneration for the same tasks as the national service providers carries out, the EETS Providers cannot create an attractive product to the service users. And without an attractive product the service users cannot afford to migrate to EETS. The remuneration is still an issue in several countries, where no or too low remuneration is offered to EETS Providers and consequently EETS-Providers cannot compete with the respective national Service Providers.
- We are willing to support a greater involvement of DG MOVE to continue the harmonization of EETS across the member states. The **Eurovignette Directive** imposes new and complex rules for a CO<sub>2</sub>-based tolling. The correct classification of vehicles according to the CO<sub>2</sub>-classes requires a major effort.

New changes appear in document 2023/0042 (COD) ("REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956")

The changes and including trailers into the CO<sub>2</sub> classification is not practical. We advocate that this activity is managed by DG Move and relevant stakeholders are involved (EETS provider, trailer manufacturer, electrical component manufacturer, Toll Chargers,...) from the beginning.

### 6.1.8 Tolltickets GmbH

No report was sent to the EFP Secretariat.

### 6.1.9 TotalEnergies Marketing Services

No report was sent to the EFP Secretariat.

### 6.1.10 UnipolTech S.p.A.

#### 6.1.10.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since (if applicable), country of registration
UnipolTech S.p.a	EETS Provider	17/07/2020

#### 6.1.10.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Liefkenshoeektunnel	direct	
Storebæltsforbindelsen	direct	
Øresundsbro Consortium	direct	
Croatia	direct	

#### 6.1.10.3 OBUs in Operation

UnipolTech has about 2.2M OBUs in operation in Italy (June 2025).

#### 6.1.10.4 Outlook for the next 12 Months

We are completing the SET coverage in Italy with the remaining concessionaires depending on their transition timing to the SET standard.

Meanwhile, we are also working to further expand into additional countries in Europe, developing new collaborations and securing direct contracts with toll providers (expected to be live by the end of Q4 2025/Q1 2026).

#### 6.1.10.5 Other Issues and Developments

We anticipate cooperating with European MSPs in the near future.

Collaboration with AETIS is already under way across several working groups.

## 6.1.11 W.A.G Payment Solutions a.s. (Eurowag)

### 6.1.11.1 Provider status

Name of Company	Status:	Registered as EP since, country of registration
<b>EUROWAG</b> - <b>W.A.G. payment solutions a.s.</b>	EETS Provider	February 16, 2017, Czech Republic

### 6.1.11.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Germany	direct	
Belgium	direct	
Austria	direct	
Sweden	direct	Oresund bridge
Denmark	direct	Storebaelt bridge
Slovakia	direct	
Czech Republic	direct	
Switzerland	direct	
Hungary	partner	
Bulgaria	partner	
Spain	partner	
Portugal	partner	
PL eToll	partner	
PL Private highways	partner	

### 6.1.11.3 OBUs in Operation

OBE U850

Manufacturer: Princip

### 6.1.11.4 Outlook for the next 12 Months

- expected accreditations
- EETS Poland
- EETS Netherlands

- New EW OBU 2.0: Planned start of recertification with toll chargers H2 2025

#### 6.1.11.5 Other Issues and Developments

- Update of CZ remuneration – discussion with RSD how to improve the communication and contract compliance
- BALM Conciliation Procedure

## 6.2 Service Provider

### 6.2.1 Egis Easytrip Services

#### 6.2.1.1 Provider status

Name of Company	Status:
Egis Easytrip Services	Service Provider

#### 6.2.1.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
EUROPE	N/a	N/A
<i>Philippines</i>	<i>Direct</i>	<i>Domestic tag issuer (LV+HGV), full interoperability across all concessions around Manilla</i>
<i>Mexico</i>	<i>Direct</i>	<i>Domestic tag issuer (LV+HGV), fully interoperable withing the Mexican market</i>

#### 6.2.1.3 OBUs in Operation

RFID sticker tags in Philippines and in Mexico according to local regulations.

#### 6.2.1.4 Outlook for the next 12 Months

- See below.

#### 6.2.1.5 Other Issues and Developments

- Monitoring of opportunities related to GNSS truck tolling schemes / national toll service provider schemes (either as private initiative or through a public toll charger).