

# EETS-Facilitation Platform

## **21<sup>st</sup> Progress Report**

30.06.2024

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# 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 01.01.2024 - 30.06.2024 and provides an overview of:

- Activities within the EFP Platform (Chapter 2)
- EETS Developments and Outlook (Chapter 3)
- Country Report (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, ASFA has prepared chapter 4, the respective Toll Chargers and EETS-/ Service Providers have prepared contributions to chapter 5 and 6.

## 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 30.06.2024, the MoU (Version 2.0) has been signed by 46 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 Digitales und Verkehr (BMDV)	Germany	Member State
Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie (BMK)	Austria	Member State
Ministero delle infrastrutture e dei trasporti of the Republic of Italy (MIT) Italy Member State	Italy	Member State
Ministère de la Transition écologique of the French Republic	France	Member State
Ministerio de Transportes, Movilidad y Agenda Urbana of the Kingdom of Spain (MITMA)	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
Transport- og Bygningsministeriet of the Kingdom of Denmark	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
Viapass	Belgium	TC
Axxès SAS	France	EP
BroBizz A/S	Denmark	EP
DKV Euro Service GmbH + Co. KG	Germany	EP
EUROWAG (W.A.G. Payment Solutions a.s.)	Czech Republic	EP
Øresundsbros Konsortiet (ØresundPAY)	Sweden	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
Verra Mobility	Spain	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
Satelllic 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 three meetings in the reporting period. The meetings focused in particular on the following topics:

- Preparing for the Steering Group meeting (online, February 2024)
- Preparing for the Working Group meeting in Louvain-la-Neuve (Belgium, April 2024)
- Planning for EFP activities in 2024
- Membership issues
- Organisational issues

## 2.3 EFP Working Group Meeting in Louvain-la-Neuve

On 16 and 17 April 2024, the EFP held a Working Group Meeting in Louvain-la-Neuve. The meeting focused in particular on the following topics:

- Update on European issues (EETS and Eurovignette Directive) from the European Commission
- Status on mobile networks
- Experience with introduction of CO<sub>2</sub>-based tolling
- EETS Accreditation and possibilities for harmonization
- 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 many possibilities for discussion and informal talks among participants. The next Working Group meeting is scheduled for 5/6 November 2024 in Porto (Portugal).

## 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/>).

The relaunch of the EFP Website is completed.

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.

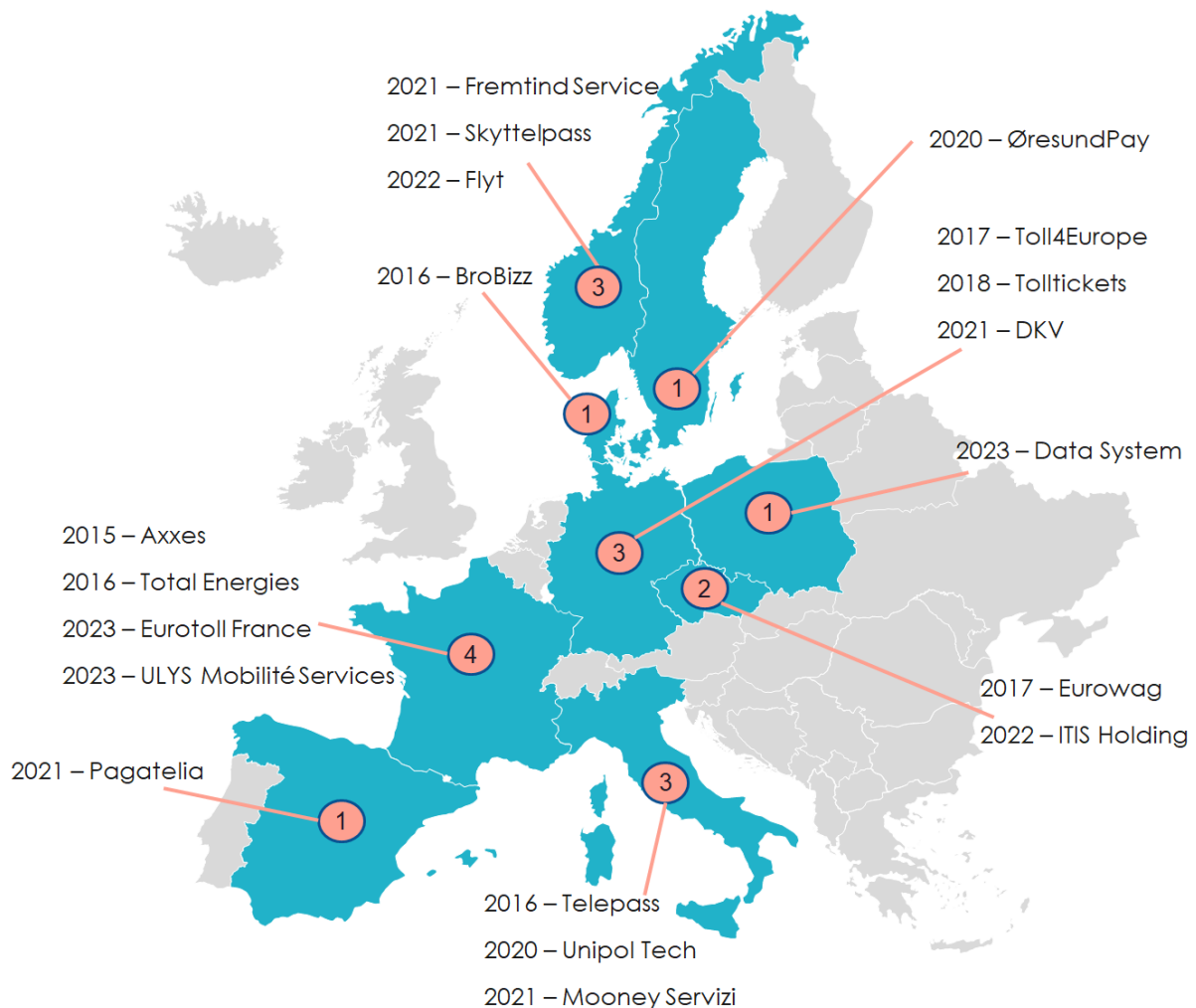
## 3 EETS Developments and Outlook

### 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:

- Axxès
- BroBizz
- Data System
- DKV Euroservice
- eurotoll France
- Eurowag (WAG Payment Services)
- Flyt
- Fremtind Service
- ITIS Holding
- Mooney Servizi
- Øresundsbro Konsortiet (ØresundPAY)
- Pagatelia
- Skyttelpass
- Telepass
- Toll4Europe
- Tolltickets
- TotalEnergies Marketing Services
- ULYS Mobilité Services
- Unipol Tech

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 developments

The geographical area with EETS in full operation has increased from 8 to 14 countries during the last 4 years, since mid 2020. In this period the EETS share of the toll market in these countries has also increased steadily, and meanwhile it can be taken for granted that EETS will be a core element in any new toll domain introduced in Europe. In this sense EETS is a mature service in European tolling.

Despite this high importance of EETS in European tolling, the degree of technical and procedural standardisation as well as the commercial framework for EETS are not so mature. The detailed regulations for tolling are in the competence of each Member State, and this leads to different solutions based on political decisions in the Member States. This is for example reflected in complex tariff structures and exception rules. Although there is consensus that larger trucks shall pay more toll than smaller trucks, the procedural and technical implementation differs. The differences occur in the definition of a large truck, which can be measured by number of axles, technically maximum gross weight of the truck, permissible gross weight of the truck, permissible gross weight of the truck/trailer combination or the length of the truck/trailer combination.

The commercial conditions between the Toll Chargers and the EETS Providers – especially the remuneration – continue being an intensively discussed topic. The European Commission has started a study to develop further guidelines for setting a “fair” remuneration, and results are expected at the end of 2024.

The introduction of CO<sub>2</sub> based tolling has required a major effort for the actors in the EETS market. After the first months operating with CO<sub>2</sub> based tolling ASFINAG and BALM have reported that around 93 – 95% of the vehicles are classified in CO<sub>2</sub> class 1, which is the “worst” CO<sub>2</sub> class. Besides that, both Slovenia and Slovakia have launched the EETS service in the reporting period. In Slovakia, where 4 EETS Providers have started operations in parallel, the market share of EETS raised to above 25% within 3 months from the start of EETS operation. That is a remarkable success for EETS in an existing tolling system.

On the EETS Provider side there have been intensive activities to increase their coverage. The number of registered EETS Providers is unchanged.



## Outlook:

The activity level is expected to stay very high both for Toll Chargers and EETS Providers. This is caused both by mandatory (legal) changes in existing EETS toll domains and the introduction of EETS in new toll domains. The increasing demand for EETS solutions also leads to additional EETS customers and as a consequence to a further increase in EETS market shares.

For the next months an EETS focus will be on the new nationwide “KmToll” tolling scheme in Denmark, where the last preparations for going live per 01.01.2025 are progressing. In addition, in October 2024 the Netherlands will start the accreditation process for their HGVC tolling scheme.

For the established EETS operations a main change is the migration to the central Toll Detection and Tariffing Service (MED) in Germany. This must be completed until 01.01.2026 by all EETS Providers still using the old model with map matching and tariff calculation performed by the EETS Provider.

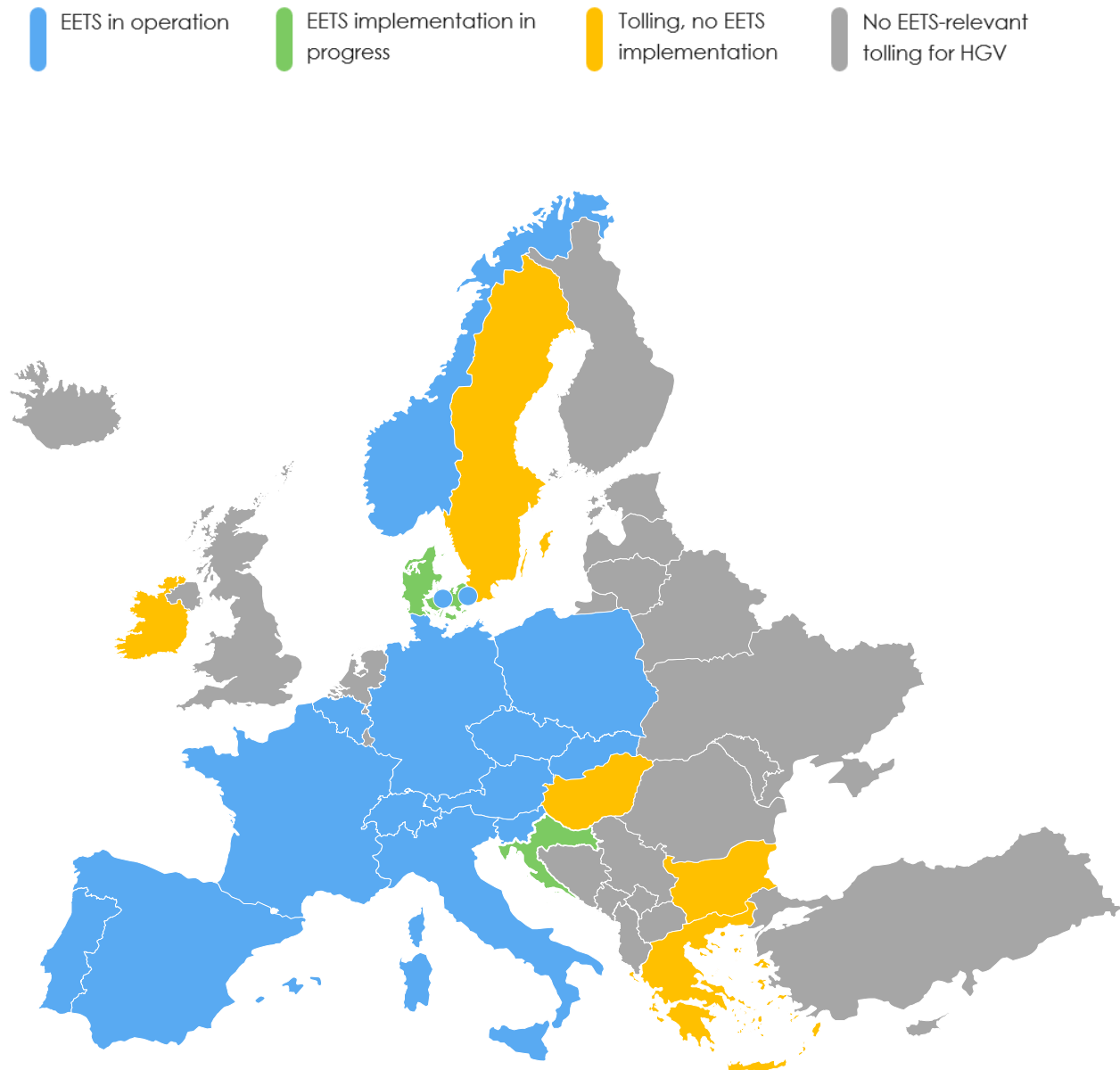
Other important changes include

- The introduction of the 3<sup>rd</sup> generation of the Swiss LSVA tolling system. This implies a technology switch from DSRC to video for enforcement. Domestic Swiss customers will also be allowed to use an EETS OBU instead of a national OBU for recording the driven routes. This is one step towards EETS for Swiss users in Switzerland, but for different reasons the payment flows will continue directly from the users to the Swiss authorities.
- The change from traditional toll plazas with barriers to free-flow systems continues in France and Italy.
- The new contractual framework for EETS in France will be set into operation.
- Lithuania currently evaluates the best way forward for their planned tolling system, after facing legal delays in their tendering processes.

In the next months it is also expected that further countries will define their timelines for introducing CO2 based tolling. CO2 based tolling shall also be expanded to further vehicle groups.

### 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 any EETS yet.

- 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 yet. Øresund, which from a tolling perspective is a part of Sweden, fully supports EETS and is marked with a dot in “blue”.
- Denmark implements EETS as a key concept in their new nationwide “KmToll” toll domain. The Storebælt bridge fully supports EETS and is illustrated with a dot in “blue”.
- The status for Slovakia has changed compared with the previous report. NDS launched the EETS service with 4 EETS Providers in March 2024.
- Also Slovenia started with regular EETS operations in this reporting period. So far there is only one EETS Provider in operation, but the second will follow in Q3/2024.
- Croatia: The largest Toll Charger in Croatia – HAC – has progressed far with EETS accreditation with the first EETS Provider. The other Croatian Toll Chargers have not yet started.

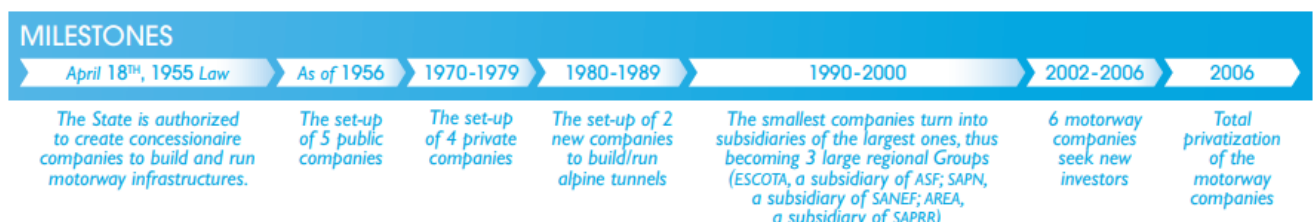
## 4 Country Report France

This chapter aims at providing in-depth information on tolling in France, going beyond the EETS progress report which is provided by each Toll Charger. The country report describes the toll concession system as well as toll tariffs, the tolling technology and the development of EETS in France.

### 4.1 Concessions

#### 4.1.1 Development of the concession system

France has financed, equipped and developed its motorway network by resorting to the tolling concession system. The concession system was established in the 1950s.



Further to the initial investments by the motorway companies –with a return on investment only on the long run– come those targeted to improve the motorways’ network and to expand

innovative services. At the end of the concession's term, the work is remitted in its totality to the State which has been the owner ever since the beginning.

The motorway concession sector currently covers more than 90% of the motorways in France, with a length of more than 9,300 kilometers. Motorway traffic has increased by 2.5% in 2023. Toll revenues in 2023 were valued at 12.3 billion euros. Light vehicles generate 67% of revenues, HGV 33%.

There are also non-concession motorways and expressways, which are toll-free and free of charge, with a total length of 3,300 kilometers. They belong to the State or local authorities, and are managed by the Directorate-General for Infrastructure, Transport and the Sea (DGITM) or the regarding local entity.

#### **4.1.2 Concession contracts**

Within the frame of contracts ("contrats de concession") signed with the State (the grantor) and under its permanent control, the concessionaire companies see themselves entrusted with a mandate by the public service to finance, to build, to run and to maintain their networks. In return, they collect a tolling revenue based on the "user=payer" principle which makes for the totality of the network's users –inclusive of foreign clients– as opposed to taxpayers contribute to the financing.

Concession contracts and all their modifications are approved by decree issued by the Council of State and published in the Journal Officiel. DGITM is responsible for awarding and managing concession contracts. It ensures that the concession companies meet their obligations. DGITM edits the consolidated version of the contract on its website: <https://www.ecologie.gouv.fr/politiques-publiques/comprendre-fonctionnement-autoroutes-france-concessions-actuelles>

#### **4.1.3 Concessionaires**

Today there are 22 motorway concession companies (concessionaires), including:

- 7 historic concession companies owned by the Vinci, Eiffage and Abertis groups, which account for 91.5% of total sales;
- 11 recent concession companies (2001-2022);
- 2 semi-public companies operating international Alpine tunnels and their related motorways;
- 1 semi-public company operating tunnels in Marseille (LV only);
- 1 semi-public company operating bridges in Normandy.

The current concessionaires are

- ADELAC
- ALBEA
- ALIAE
- A'LIENOR
- ALICORNE
- ALIS
- APRR
- ARCOUR
- ARCOS
- AREA
- ASF
- ATLANDES
- ATOSCA
- ATMB (tunnel du mont-Blanc)
- CEVM (viaduc de Millau)
- COFIROUTE
- CCI Seine-Estuaire
- ESCOTA
- SANEF
- SAPN
- SFTRF
- SMTPC

## Les sociétés concessionnaires d'autoroutes et d'ouvrages à péage



## 4.1.4 Concession lifetime

Concession contracts are drawn up for a fixed term. At the end of this period, the motorways are returned to the State.

The first concessions will come to an end between 2031 and 2036.

### ÉCHÉANCES DES CONCESSIONS

*Duration of the concessions*

Autoroutes Toll motorways	Années Years	Ouvrages Tolled facilities	Années Years
ADELAC	2060	ATMB	2050
ALBEA	2066	Tunnel du Mont Blanc	
ALIAÉ	2068		
ALICORNE	2063	CCI Seine Estuaire	2031
A'LIÉNOR	2066	Pont de Tancarville Pont de Normandie	
ALIS	2067		
APRR	2035	CEVM	2079
ARCOS	2070	Viaduc de Millau	
ARCOUR	2070		
AREA	2036	COFIROUTE	2086
ASF	2036	Duplex A86	
ATLANDES	2051		
ATMB	2050	ASF	2037
ATOSCA	2077	Tunnel du Puymorens	
COFIROUTE	2034		
ESCOTA	2032	SE BPNL	2035
SANEF	2031	Tunnel Boulevard Périphérique Nord de Lyon	
SAPN	2033		
SFTRF	2050	SFTRF	2050
SRL2 Marseille	2043	Tunnel du Fréjus	
		SMTPC	2033
		Tunnel Prado Carénage	

## 4.2 Toll Tariffs

### 4.2.1 Tariff calculation

Toll rates are contractually set by the State and pegged to inflation: the annual increase generally represents 70% of the rise in the consumer price index excluding tobacco. Additional investment programs approved by the State may lead to adjustments in tariffs or in contract duration. Every year, the State controls satisfactory operation of contracts and approves all toll rates. Furthermore, we might point out that tariffs rose more sharply from 2000 to 2006 (+ 2.06%) than after privatization of the concession companies, which took place in 2006 (+ 1.80%).



Before increasing toll rates, concession-holding companies must submit their rate schedules to the government, which checks that they comply with the contract. Prices may also be adjusted in the event of new and unforeseen investments. In addition, the French transport regulator, the Autorité de Régulation des Transports (ART), is required to give its "*prior opinion on any proposed amendment to a current concession contract, if it has an impact on fares (or on the duration of the concession)*".

Setting fares is more complex for recent concessionaires (tendering procedure and basket of indices).

## 4.2.2 Vehicle categories

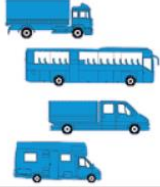


Vehicle category is determined by three criteria:

- Overall height;
- Gross vehicle weight (GVW), as specified on French vehicle registration papers since June 2004 (for trains, towing vehicle only);
- Number of axles.

Category	Types of vehicles	Definition
1	<b>Light vehicles</b> 	<ul style="list-style-type: none"> <li>- Vehicle with overall height under 2 metres and GVW not exceeding 3.5 tonnes</li> <li>- train with overall height under 2 metres and GVW of towing vehicle not exceeding 3.5 tonnes</li> </ul>
2	<b>Intermediate vehicles</b> 	<ul style="list-style-type: none"> <li>- Vehicle with overall height from 2 to 3 metres and GVW not exceeding 3.5 tonnes</li> <li>- Train with overall height from 2 to 3 metres and GVW of towing vehicle not exceeding 3.5 tonnes</li> </ul>

Category-2 vehicles adapted for carrying disabled people (as specified on registration papers) are considered as belonging to category 1.



Category	Types of vehicles	Definition
3	<b>HGV or bus with two axles</b> <i>On the A14, all two-axle buses are in category 4</i> 	<ul style="list-style-type: none"> <li>- Vehicle with overall height of 3 metres or more</li> <li>- Vehicle with GVW of more than 3.5 tonnes</li> </ul>
4	<b>HGV or bus with three or more axles</b> 	<ul style="list-style-type: none"> <li>- Vehicle with more than two axles and height of 3 metres or more, or GVW of more than 3.5 tonnes</li> <li>- Train with overall height of 3 metres or more</li> <li>- Train with towing vehicle having GVW of more than 3.5 tonnes</li> </ul>
5		<ul style="list-style-type: none"> <li>- Motorcycle</li> <li>- Motorcycle with sidecar</li> <li>- Tricycle</li> </ul>

### 4.2.3 Discounts

When using an OBU the vehicles in the categories 3 and 4 can obtain discounts at many concessionaires. The detailed discount regulations are specific for each concessionaire, but in general the discounts are dependent on the volume of paid tolls in a month and the Euro Emission Class of the vehicle. In accordance with the Eurovignette Directive the maximum cumulative discount granted is up to 13% on the tariffs.

The discounts require that the vehicles are registered in the discount programs of the respective concessionaires. For EETS users the registration is possible through their EETS Provider. Some concessionaires require a monthly fee for participation in the discount program, but in most cases the participation is free of charge.

## 4.3 Technology

### 4.3.1 Toll Plazas

The toll collection was established at toll plazas with barriers. The payment possibilities included cash, selected credit cards, selected fleet cards and payments with an OBU. The OBU communication is based upon Dedicated Short Range Communication (DSRC) according to the relevant CEN standards.

### 4.3.2 Free flow

The switch from barrier systems towards free flow solutions is a key topic for the French concessionaires currently.

In October 2022, ALIAÉ commissioned the **A79**, the first French motorway to offer free flow tolls over 88km. No more barriers and slowing down, free flow works by automatically reading your electronic toll badge or registration plate when the vehicle passes the gate. That means, video tolling is used as an additional technology to DSRC.

The contract for **A69 Toulouse – Castres** was signed 20 April 2022. This section covers 54km – and the delivery is planned in 2025.

The preferred bidder for **A412 (Machilly – Thonon)** was selected on 5 February 2024. This section covers 16,5km and the delivery is planned in 2027

The 210km of the Paris-Normandie **A13 and A14** will switch towards free flow in 2024. Switch started on June 19th, 2024 for A14. A13 will follow in December 2024. The associated works will officially be over in 2027.

The question of toll payment arose when the free flow of the A79 was deployed. For this motorway, the authorities imposed the presence of on-site payment automatic machines. 8 booths were therefore installed on the A79, but it soon became clear that this system was not suited to high level of traffic

For A13 and A14 it has been decided to exclude on site payments. For users not holding an OBU, two payment solutions are available:

- On-line payment through the website [www.sanef.com](http://www.sanef.com)

- Nirio, a network of payment points: a partnership with the legacy gambling operator “Française des Jeux” was signed. This partnership covers 10,000 dedicated payment points in almost all tobacco dealers, to be extended to 30,000. Cash or credit cards accepted.

## 4.4 EETS in France

### 4.4.1 Contractual implementation

TIS-PL framework for heavy vehicles is in place since 2006. It consists of a contract between all the French concessionaires (named “Contrat Interconcessionnaires”) and several annexes, among which a “framework contract template” which is to be concluded between each concessionaire and each service providers (named “Contrat cadre Concessionnaire-Emetteur). This framework contract template does not deal with commercial conditions (remuneration, invoice, guarantees, ...), which are negotiated and contracted bilaterally between the toll chargers and the service providers.

Under the TIS-PL framework the first service providers started operations in January 2007. Meanwhile, all of the operating service providers in TIS-PL have been registered as EETS Providers in their respective home countries.

ASFA has been leading the drafting of a new framework, the TIS SET VL/ PL (which stands for “toll interoperable system EETS light vehicles / heavy vehicles”), covering both heavy and light vehicles, that will soon replace TIS-PL. The new framework takes the developments in the EETS legislation into account.

### 4.4.2 National legal framework

Article 13 of “*Loi n° 2021-1308 du 8 octobre 2021 portant diverses dispositions d'adaptation au droit de l'Union européenne dans le domaine des transports, de l'environnement, de l'économie et des finances*” implements some of the provisions of Directive 2019/520/EU.

Three Regulatory Acts (“décrets” and “arrêtés”) have been adopted on 7 April 2022 and 13 April 2022:

- “décret” on interoperability constituents of the European electronic toll service
- “décret” on the rights and obligations of toll collectors, providers and users of the European electronic toll service

- “arrêté” on the designation of the single contact office within the meaning of Article D. 119-31 of the Highway Code

The national legal framework differs from the European one on one point, which concerns the exchange of information between toll collectors and EETS Providers.

Indeed, Article 5 of the EETS Directive provides that this exchange of information must take place in order to identify a suspected offender and refers to the notion of “suspected non-payment”. On the other hand, national provision implementing this article clearly states that the non-payment must be established rather than merely “suspected”. The scope of the national provision is narrower than the one in the EETS Directive.

At the same time, the national legal framework provides for another type of exchange of information, which requires the client’s consent to comply with GDPR, allowing the toll charger to directly charge the user without initiating a legal procedure. This exchange of information, known as “Rattrapage plaque-badge” (Licence plate – OBU catch up) is really helpful in the event of non-detected OBUs, especially in the light of free-flow deployment. This type of exchange of information is not provided for by the EETS Directive. In this respect, the scope of the national provisions is therefore broader than the one in the EETS Directive.

## 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 (pilot)	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 here 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>	Yunex C3080 T4E	GoMa 4.9
Axxès	Kapsch TRP 4010-20B	
Axxès	Kapsch 5310-00A	V.4.7.48
UnipolTech	Norbit VTR850-B	V.2.26.11
TollTickets	Kapsch 5310-00A	V.01.03.01
TollTickets	Kapsch TRP 4010-20B	
AS24 Italia <sup>1</sup>	Yunex C3081	V.3.2.2

<sup>1</sup> Interoperable national service

#### 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
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling): the transposition period expired on 25 March 2024. To date, only 10 Member States have notified full transposition and 2 have notified partial transposition (including Italy).
- 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 2024 it is possible to appreciate the following changes:
  - Strada dei Parchi has taken over the management of the A24/A25 highway concession
  - Concessioni del Tirreno tratta A10/A12 has taken over from the toll chargers Autostrada dei Fiori tronco A10 and S.A.L.T. tronco A12
- Update on EUCARIS: in Italy, Directive (EU) 2015/413 was transposed by Legislative Decree nr. 37/2014. In compliance with the requirements set forth in the Directive itself, some of the Italian motorway concessionaires (in their capacity as toll collectors) are working to draw up a special Convention with the Ministry of Transport for access to the TOLL/EETS (EUCARIS) service aimed at the cross-border exchange of information on non-payment of road tolls in the Union.

#### 5.1.5 Outlook for the next 12 Months

- Expected accreditations: 1 new potential EP/SP, 2 new OBU accreditation from EP/SP currently in service
- Planned re-certifications: 1 planned recertification, but we expect at least 1 reaccreditation for each EP/SP already in service
- Relevant changes in toll domain: from the 1<sup>st</sup> September 2024 a multi-lane freeflow will open in Asti-Cuneo toll domain

### 5.1.6 Other Issues and Developments

- It has been released a new version of EETS contract and Interoperable national service contract
- It has been released the OBU accreditation procedure for Legacy system
- Since December 2023, the Italian TCs with the coordination of AISCAT established an ETC coordination structure (*Struttura Coordinamento Telepedaggio*), a committee to study and solve any issues coming from the ETC activities.

Since March 2024, the Italian TCs with the coordination of AISCAT started a bi-monthly meetings with the EP focused on monitoring the ETC services.

## 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

Via Verde acts as the hub for all 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 Chargers 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, we have no register of changes during the period.

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

### 5.2.4 Legal and contractual status

Revision of the Domain Statements and development of the regulations expected with the transposition of the Directive to National legislation.

Implementation of the specific Decree-Law nº 84-C/2022 that transpose to national law the EETS Directive 2019/520/EU. On December 9<sup>th</sup> 2022 was publish in the “Diário da República”, the national Portuguese official journal, the Decree-Law nº 84-C/2022 that transposes to national legislation the Interoperability directive (UE) 2019/520. This law started in force in January 8<sup>th</sup> 2023 with a two year period for adjustment. Until January 8<sup>th</sup> 2025 adjustments are being done.

Development of cross border enforcement by facilitation of access to the DMV database (via Eucaris) – ongoing but without any information on availability date from the designated contact point.

Development of the transposition of the Eurovignette Directive with comments made to the official transposition proposal law done by APCAP Member in July 2024.

### **5.2.5 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)).

Transposition to national law of the Eurovignette Directive ongoing.

### **5.2.6 Other Issues and Developments**

On May 3<sup>rd</sup> 2024, the Portuguese Parliament approved a law for the termination of tolls in the interior Motorways, under the Law Proposal nº 72/XVI/1<sup>o</sup>, affecting 7 concessions and 2 State Motorways that collects tolls under service contracts, all equipped with MLFF systems. Developments of this law are still to be clarify but the law will start effects on January 1<sup>st</sup> 2025. The affected network has a length of 889 kms.

## 5.3 ASFA / France

### 5.3.1 Name of National Provider/Issuer OBUs

Not relevant

### 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	02/01/2007
Eurotoll	In operation	15/01/2007
Total	In operation	22/01/2007
DKV	In operation	10/03/2008
Telepass	In operation	22/02/2013

### 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
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

### 5.3.4 Legal and contractual status

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

- The EETS Directive has been implemented in national legislation.
- ASFA has been leading 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 EETS provider). The negotiations on the “framework contract template” with EETS providers are ongoing since February 2024. Three versions of the contract were sent to the EETS providers. For each new version, ASFA answered to questions raised by the EETS providers, took into account some of the suggestions for amendments and organised bilateral meetings with the EETS providers, if requested. The latest version of the contract was sent in June 2024, but ASFA is still in contact with several EETS providers through bilateral meetings. These exchanges are very constructive and will help to improve the new contractual framework, in the interests of both EETS providers and toll collectors.

#### 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 (in force until 31 March 2025) for zero-emission vehicles, under conditions defined by decree. Tolls may also be modulated according to the day, the time of the day or the season in order to reduce congestion and damage to infrastructure, optimise infrastructure use or promote road safety.

Tolls are also increased by an external cost charge linked to air pollution caused by traffic. This increase does not apply to vehicles complying with the strictest EURO standard during the four years following the entry into force of this classification. The law also provides for a possible derogation from this increase when it would result in the most polluting vehicles being diverted, with negative consequences in terms of road safety and public health.

- 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 7g bis 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-telepeage/>

#### Update on EUCARIS

- France is fully connected to Eucaris.
- Tests of connection between each concessionaire and the National Contact Point (AN-TAI) are ongoing.

### 5.3.5 Outlook for the next 12 Months

- The deployment of free flow solutions will continue.
- Framework contract template toll charger – EETS provider: ASFA has been leading the drafting of a new legal 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. A new version will circulate end of July 2024.
- Expected accreditations under TIS SET framework:
  - o Eurotoll provisional accreditation to be confirmed
  - o Axxès, DKV, Telepass and TotalEnergies to switch from TIS PL to TIS SET PL accreditation
  - o UMS to be accredited for TIS SET VL
  - o Mobilis to start accreditation for TIS SET VL

### 5.3.6 Other Issues and Developments

**Public consultation on the grounds for exemption from the obligation to equip parks with shading systems and photovoltaic panels:** The Renewable Energy Acceleration Act of March 2023 requires at least half of all car parks over 1,500 m<sup>2</sup> to be equipped with shading systems incorporating a renewable energy production process, with no specific exemptions for truck parks. Details of the exemptions are set out in a draft decree open to consultation until 17 July. Any local planning document imposing contrary instructions will be disregarded in favour of the law, the text states. At the same time, it amends the implementing regulations for article 101 of the Climate and Resilience Act, which requires car parks to have shaded or planted areas. A decree also put out to consultation details the exemption for industrial sites and/or sites where vehicles transporting hazardous materials are parked.

## 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

Eurotoll	Terminated contract as EP	2018 until End of 2023
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### 5.4.3 List of accredited OBUs of EP/SP

In alphabetic order:

Autostrade Tech	TLPDM03-HE
Autostrade Tech	ETOLL2ST-1HE
Autostrade Tech	TLPV05-HE
Kapsch SE	OBU-4021-01K
Kapsch SE	TS3290-00A
Kapsch SE	TS3290-00B
Kapsch SE	OBU-5310-00A
Kapsch SE	OBU-4040-00A
Kapsch SE	OBU-4040-10A
Princip	Princip U850
YUNEX	SSU C3077



YUNEX	SSU C3080-T4E
YUNEX	SSU C3081
Telepass	ETOLLK1TL

#### 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.
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling):  
Directive 2022/362/EU was implemented in Austria (with the introduction of the CO<sub>2</sub> tolling) on 1<sup>st</sup> of January 2024.
- EETS Domain Statements and tolling regulations:  
As part of the implementation of CO<sub>2</sub> tolling, the EETS Domain Statement and the Tolling Regulations have been slightly adapted (CO<sub>2</sub> emissions class of heavy-duty vehicles as a new vehicle classification parameter on the Austrian EETS domain).
- EUCARIS:  
The implementation of the information exchange took place on 9<sup>th</sup> of December 2021.

#### 5.4.5 Outlook for the next 12 Months

- Estimated number of OBE certifications and re-certifications: 5-10
- The tariff system will be "extended" to include tariff for Buses, from 1.1.2025. Specifically, buses receive a reduction in the surcharge for CO<sub>2</sub> emissions compared to trucks and heavy motorhomes.

#### 5.4.6 Other Issues and Developments

N/A

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

### 5.5.1 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
ITIS Holding a.s.	In accreditation	
Brobizz	In accreditation	

### 5.5.2 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

Kapsch, TS3290/00A

Kapsch, 5310-00A

Eurowag/Princip U850

Movyon, Autostrade Tech, ETOLLK1TL (K1 Telepass SAT)

Kapsch 5310\_22A (in pilot operation)

### **5.5.3 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 from 1 July 2024 with an exception for craftsmen.

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

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

Two more EETS providers have started the accreditation process, one procedure is currently paused (upon request of the provider).

From 1 September 2024 one element of the remuneration of EETS providers – the usage and payment commission fee - will be adjusted due to responding changes of the remuneration of the Main Service Provider. Taking into account additional services to be provided by the EETS Providers and surcharges due to increased requirements for the EETS Providers, this results in an adjusted usage and payment commission fee of 1.23 % of the billed toll volume. In addition, a new kilometer-based fee of € 0.00076 per km of billed mileage will be paid to EETS Providers. BALM will adopt the corresponding amendments to the legal ordinances and bring them into force on 1 September 2024.

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. EETS providers will have to migrate their fleet to the new service accordingly. All the necessary prerequisites are in place so that the five EETS providers, who still carry out the detection and tariffing themselves, can start the migration to the MED at any time and/or make the corresponding preparations. To facilitate these preparations, BALM and Toll Collect are offering highly prioritised development support.

### **5.5.5 Other Issues and Developments**

N/A

## 5.6 Bundesamt für Zoll und Grenzsicherheit (BAZG) / 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).

### 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
Telepass	In operation	14.01.2021
T4E	In operation	20.08.2021
TotalEnergies Marketing Services	TEMS restarted accreditation with new OBU type C3081, step 1 close to completion	
tolltickets	Accreditation restarted with new OBU type 5310-22A, step 3 finished, FOCBS is waiting for tolltickets to start pilot operation	
Telepass	Accreditation of new generation OBU ETOLLK1, still in pilot operation, accreditation not yet granted	

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

- Autostrade Tech S.p.A. ETOLL2ST
- BMoov' - KAPSCH 5310, Firmware 4.07.48
- Siemens Sitraffic Sensus Unit C3080, GoMa 4.8

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

The legal basis for the overall renewal of the LSVA collection system (3rd generation) in the form of the new FOCBS Ordinance on the accreditation of EETS providers is about to enter into force, which should take place on 1 September 2024.

The Annex to the Ordinance with the specific requirements (equivalence to the toll domain statement) is adapted to the new collection system and has already been made available to the EETS providers as a draft. The changes to the Annex of the previous FDF Ordinance are marginal.

The DSRC interface will no longer be used in the new LSVA system approach. For enforcement purposes, the FOCBS replaces the CCC transaction with a matching of the detected vehicles by video against the whitelist. The delivery of the whitelist instead of the blacklist is the main change for EETS providers. Additionally, EETS will be open for domestic vehicles as well.

Based on the provided draft documents to the new legal bases with the changed requirements, EETS providers that are already accredited or are in the process of accreditation can prepare for the changes.

Due to the transitional provisions in the new legal basis, EETS providers accredited under the previous legal basis must submit a formal application to the FOCBS for re-accreditation under the new legal basis. For the re-accreditation, the test plan is kept as lean as possible and will only focus on the new requirements.

In addition, the remuneration of EETS providers will be set out in a new FDF Ordinance, which is expected to come into force on 1 October 2024. In this new Ordinance, a differentiation will be made between remuneration for foreign users, where the EETS Provider also collects the charge, and remuneration for domestic (CH/LI) users, where the FOCBS collects the charge itself directly from the person liable to pay the charge. The remuneration model for foreign users remains unchanged; the remuneration is a percentage of the charge due.

The model for domestic users, on the other hand, is independent of the charge amount owed, because the FOCBS bears the collection risk itself. In this model, the service provider receives fixed remuneration per active vehicle under contract (OBU with active LSVA contract on the whitelist and active vehicle registration by the cantonal vehicle register

authority) and with monthly period, but independent on the use of the OBU in the LSVA domain during this period.

The remuneration model for domestic users is based on the remuneration model in the procurement of the mandated national toll service provider (brand name: NATRAS), also for reasons of equal treatment, taking into account the reduced requirements for the EETS provider (e.g., no compulsory contracting, no fallback system in the case of failure of the electronic service).

### 5.6.5 Outlook for the next 12 Months

- The FOCBS is prepared to proceed and conclude the accreditation process of TotalEnergies Marketing Services by end of 2024.
- tollticket should start pilot operation.
- Axxès announced to start the accreditation of the Yunex OBU C3081.
- The FOCBS intends to complete the re-accreditation according to the new legislation for the new collection system (3rd generation) of previously accredited EETS providers by the end of 2024 if possible. The FOCBS will also inform the providers by end of August 2024 on the detailed time plan.
- The Federal Council has decided to adapt the LSVA tariffs to inflation as of 1 January 2025. The tariffs, which have remained unchanged since 2012, will therefore be increased by 5 per cent.

### 5.6.6 Other Issues and Developments

The complaint against the tender for the operator of the new road side infrastructure had significantly delayed the entire project to renew the LSVA collection system (3rd generation). This also has an impact now on the EETS providers and Fuel Card providers, because the new system approach can be started by 1 January 2025 the earliest.

The existing manual system with ticket machines at border crossings will be replaced by a web shop ticket solution. In terms of means of payment, and in particular fuel cards, this means a switch from presence to distance sales. FOCBS has been in contact with the fuel card providers for some time in order to determine and prepare the accreditation process of fuel card providers (analogous to the accreditation of EETS providers) for the future use of fuel cards in the web shop.

According to current planning, the corresponding FDF Ordinance should come into force on 1 October 2024. As with EETS, the specific accreditation requirements are also regulated in an Annex with corresponding technical documents. FOCBS has provided the existing business partners of the current manual system with the new requirements for preparation as a draft.

The new web shop solution will also be offered to foreign users on 1 January 2025. The transition period with parallel operation of the web shop with the previous ticket machine solution should be kept as short as possible. The plan is to switch off the ticket machines at the end of February 2025.

Nevertheless, the manual web shop service should only be the fallback solution for vehicles not equipped with an electronic service (EETS or NMTS) and occasionally users. The aim of the FOCBS is to migrate today's manual users with fuel cards to EETS as completely as possible.

## 5.7 DARS / Slovenia

### 5.7.1 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	Successfully finished trial operation	1.8.2024 (to be)

### 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	Successfully finished trial operation

#### **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)
  - Toll Act is expected to be amended by the end of 2024,
  - technical requirements for implementing CO<sub>2</sub> differentiation (based on infrastructure charge differentiation) were aligned and completed with external supplier,
  - contract with external partner for implementing CO<sub>2</sub> is in the phase of negotiating,
  - implementation is expected by the end of Q3 2025.
- Update on EETS Domain Statements and tolling regulations: Toll domain statement is harmonized with EETS directive. Changes for CO<sub>2</sub> tolling will be included after amendment of the Toll Act.

Update on EUCARIS: The DARS enforcement system for vehicles up to 3.5T is connected to the EUCARIS system. For vehicles over 3.5T and the enforcement for the Karavanke tunnel system is connected to the EUCARIS system for offence procedures.

#### **5.7.5 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.
- Planned re-certifications: 0.
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...): after the amendment of the Toll Act and the technical adjustment of the tolling system for CO<sub>2</sub> tolling, a new tariff scheme will be implemented for the needs of CO<sub>2</sub> differentiation.

#### **5.7.6 Other Issues and Developments**

N/A

### **5.8 HELLASTRON / Greece**

No report was sent to the EFP Secretariat.



## 5.9 National Revenue Administration (KAS) / Poland

### 5.9.1 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 accreditation	
ITIS Holding	In accreditation	
Data System	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.

### 5.9.4 Legal and contractual status

- *Implementation of EETS Directive 2019/520/EU*

On May 5, 2023, the act amending the act on public roads and some other acts, implementing the Directive 2019/520/EU entered into force.

A contact point has been designed dedicated to data exchange by extending the competences of the already existing National Contact Point and specifying domestic entities authorized to exchange data, i.e. the Chief Inspector of Road Transport - in the scope of violations of the obligation to pay the electronic toll.

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

Ministry of Infrastructure is responsible for implementation of Eurovignette Directive. Legislative work has begun on the assumptions for implementing the provisions of the directive.

### 5.9.5 Outlook for the next 12 Months

Toll4Europe completes the accreditation process and prepares to start operation in August this year. Second provider ITIS Holding, which is in accreditation, is preparing to sign the contract.

KAS also received accreditation application from Data System, the first polish EETS Provider, with whom a confidentiality agreement has been signed.

It is planned to extend toll road network in the second half of 2024.

Extension of the toll road network will be connected with testing processes for EETS Providers in operation.

It is also planned to start testing phase with ITIS Holding and Data System.

## 5.9.6 Other Issues and Developments

N/A

## 5.10 NDS / Slovakia

### 5.10.1 National Motorway Company, a.s., Slovakia

#### 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	15/06/2024
Toll4Europe GmbH	In operation	15/06/2024
ITIS Holding a.s.	In operation	15/06/2024
W.A.G. Payment solutions a.s.	In operation	15/06/2024

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

ITIS Holding a.s.

Billien OBU 5050

Telepass S.p.A.

Telepass ETOLLK1TL

Toll4Europe GmbH

Sitraffic Sensus Unit C3080

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

OBUE850 Cortex M4

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

- Update on EETS Domain Statements and tolling regulations.
  - The last update of the EETS Domain Statement in version 4.2 was published in March, 2024 on the website <https://www.mytobezhranic.sk/en/documents/>.
  - . The EETS Domain Statement is currently being edited and version 4.3 is being prepared due to the need to amend in more detail some provisions regarding the rights and obligations of EETS providers.
- Implementation of the Eurovignette Directive 2022/362/EU (including CO2 based tolling).
  - The impact of the Directive (EU) 2022/362 on the adjustment of the toll regime and the amount of toll rates is currently being discussed and approved within the state apparatus. The change in the toll regime, including the introduction of an external-cost charge for CO2 emissions, will be introduced only after finishing approval of analysis of the impacts and closing discussion with carriers, with the expected effective date of the amendment to the Slovak legislation on January 1, 2025.

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

- Implementation of the Eurovignette Directive 2022/362/EU
- Managing the discount system in the Slovak Toll Domain
- Certification of the ETOLL2ST for Telepass (currently in progress)
- Expected OBE's accreditations from Toll4Europe, Itis Holding and Eurowag. No further specification of brands yet.
- Preparation to launch the new national toll system including the new EETS Interface.

#### **5.10.6 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

**e-TOL – EETS Domain Blankenburgverbinding - free flow ANPR tolling:** [www.e-tol.nl](http://www.e-tol.nl)

- Main Service provider: Via Verde Portugal, MOVE-IZI
- Contractor Observation: EMOVIS
- EETS/ETS-providers:
  - Be-Mobile/Flitsmeister has expressed their interest to be accredited as ETS-provider

**Heavy Goods Vehicle Charge (HGVC):** [www.vrachtwagenheffing.nl](http://www.vrachtwagenheffing.nl)

- Main Service provider: Tender running. Awarding foreseen September '24
- Contractor Observation: VITRONIC
- EETS-providers:
  - Bilateral talks with EETS SPs regarding the EDS started (May '24)
  - RDW opens accreditation procedure on the 1st of October '24

### 5.12.2 EP/SP in Operation

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

Name of (M)SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Via Verde Portugal/MOVE-IZI	Preparation	When the e-TOL schema starts: December 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 : Fully transposed into National Regulation → [wetten.nl](http://wetten.nl) - [Regeling - Wet implementatie EETS-richtlijn - BWBR0045586 \(overheid.nl\)](#)
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling):

- Implemented in the legislation ([Wet Tijdelijke Tolheffing](#)) for e-TOL (no tariff differentiation based on CO2 or Euro emission class).
- The Dutch HGVC Act needs amendments to implement the revised Eurovignette Directive before the HGVC starts in 2026. The draft legislative proposal has been drawn up. Presentation to the Dutch parliament is expected at the end of 2024.  
[Link to draft amendment act](#)
- Update on EETS Domain Statements and tolling regulations
  - EDS e-TOL published: [EETS Domain Statement Blankenburgverbinding \(e-tol.nl\)](#)
  - EDS HGVC published: [EETS Domain Statement Heavy Goods Vehicle Charge | Publicatie | Vrachtwagenheffing.nl](#)
- Update on EUCARIS

### 5.12.5 Outlook for the next 12 Months

#### **e-TOL:**

- Planned go-live December '24
- Accreditation possible from Feb '24
- Expected accreditation: Be-Mobile/Flitsmeister (ETS SP)
- Planned re-certifications: N/A
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...): The tariff for vehicles up to 3.500 kg also applies to zero emission vehicles up to 4.250 kg. Please refer to: [Staatscourant 2024, 20007 | Overheid.nl > Officiële bekendmakingen \(officielebekendmakingen.nl\)](#)

#### **HGVC:**

- Planned go-live: 2026
- Accreditation possible from October 1st '24
- Expected accreditation: EETS-SPs
- Planned re-certifications: N/A
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...): CO2 tolling including reduced tariffs (up to 75%) for CO2-emission class 2 up to 5 (including electric vehicles) is foreseen to be implemented in Legal Act. See [draft amendment act](#) for the proposed tariff scheme.

### 5.12.6 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)	in operation	Mar 1, 2023

### 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, RE-SPER, ERRU, eCALL, VAT),
- Some being implemented (for example finalization (the second way) of TOLL/eETS).

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

- Expected accreditations
  - Toll4Europe – 1st phase completed, EETS Contract signing in progress,
  - Telepass – 1st phase completed, EETS Contract signing in progress,
  - Axxés – 1st phase in progress.
- Planned re-certifications
  - N/A
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...)
  - New toll tariffs (no structure change, just values) prepared and being implemented to the ETS with the validity since Jan 1, 2025,
  - New toll tariffs with the validity since 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

### 5.15.1 Name of National Provider/Issuer OBUs

There is only one issuer of OBE 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

The following EP/SP have signed contracts with the Toll Charger (Storebælt).

Their status is as follows:

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
BroBizz A/S	In operation	2016
Telepass	In operation	2017
DKV	In operation	2017
Total Energies / AS 24	In operation	2020
ØresundPAY	In operation	2021
Fremtind Service AS	In operation	2021
SkyttelPASS AS	In operation	2021
Axxés	In operation	2022
W.A.G. payment solutions, a.s.	In operation	2023
tolltickets GmbH	In Operation	2022
Toll4Europe GmbH	In Operation	2022
Flyt AS	In operation	2023
Unipoltech	In accreditation	3 <sup>rd</sup> quarter 2024

No EETS Providers yet in operation for the Danish Kilometer Tolling Scheme.



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

The following EP/SP OBU is in operation for Storebælt.

- Kapsch - 4201 01 K, OBU-4040-00A, OBU-5310-00A and OBU-4010-21B
- Autostrada Tech TLPOM03-HE
- Siemens C3077, C3080
- Norbit VTR850, VTM 475

### 5.15.4 Legal and contractual status

- The Danish implantation 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. 1518 af 6. December 2023”.
- Implementation of Euro-vignette Directive 2022/362/EU (including CO2 based tolling) will be introduced when the Danish KM-Tolling enter into force 1st of January 2025
- Update on EETS Domain Statements and tolling regulations. The EETS Domain regarding A/S Storebælt has been updated 1st of November 2023.
- EUCARIS has been in use since 1st quarter 2023.

### 5.15.5 Outlook for the next 12 Months

For Storebælt:

- Only one additional EETS provider is expected to be accredited during 2024.
- New OBE is expected to be approved to ensure compliance of all OBE approved for Danish Kilometer Tolling Scheme.

For the Danish Kilometer Tolling Scheme:

- 3 EETS Providers (Brobizz, ØresundPAY and Telepass) are participating in the first round of accreditation and are currently participating in Suitability for Use tests prior to commencing Pilot Operations during September 2024.
- The application process for the next accreditation round is expected to commence mid-2025.
- The EETS Domain Statement has been published officially on 1 February 2024. KmToll is awaiting final political decision regarding definition of weight class and a revised version of the KmToll law. The EETS Domain Statement for the Danish Kilometer Tolling Scheme is expected to be updated accordingly following this.

## 5.15.6 Other Issues and Developments

N/A

## 5.16 Viapass / Belgium

### 5.16.1 Name of National Provider/Issuer OBUs

### 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)
Axxes	In operation	01/04/2016
TotalEnergies	In operation	22/12/2017
Telepass	In operation	30/03/2018
Toll4Europe	In operation	01/11/2018
Wag Payment Solutions	In operation	08/06/2022
Toll Tickets	Waiting to start the pilot phase	

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

OBU Manufacturer	Model	Used by
Siemens	C3077	TotalEnergies
Siemens	C3080	Toll4Europe
Siemens	C3081	TotalEnergies
Kapsch	TS3290	Axxes
Kapsch	5310	Axxes, TollTickets
Autostrada Tech	ETOLL2ST	Telepass
Princip	U850	Eurowag
Autostrada Tech	ETOLL K1	Telepass

### 5.16.4 Legal and contractual status

- Preparation of legal texts including the route ticket solution and data protection topics.
  - The Route Ticket will most likely be rolled out second half of 2025.

- At the moment legal texts in review. Since the systems dates of 2016, an overall update of the legal texts was necessary. The texts will also foresee the use of a temporary “secondary” system, without an OBU, for occasional users and users with a defect OBU. Viapass takes advantage of the occasion to review and update also its Toll Domain Statements (but no fundamental changes).
- EUCARIS : Test are done for the first connection to the national registration database and the RDW over the (Belgian Federal) national contact point (BOSA). Will be in production in July. We will gradually add the other countries to the interface: Next country to be tested and connected: Germany and France in August.

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

- Certification of the Yunex C3081 for Axxes
- Certification of the Conti OBU5+ for Axxes
- Certification of the new Toll4Europe OBU

### **5.16.6 Other Issues and Developments**

Viapass is currently working on implementing a (temporary/ Max 5 days/year) route ticketing system to be used in case of a defect OBU or for occasional users. This new system will be launched on 01/07/2025, under condition of having all legal texts finished and published by our regional authorities.

## **6 EETS Provider and Service Provider: Progress Report**

### **6.1 EETS Provider**

#### **6.1.1 Axxès SAS**

No report was sent to the EFP Secretariat.

#### **6.1.2 BroBizz A/S**

No report was sent to the EFP Secretariat.

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

#### 6.1.3.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since, country of registration
DKV EURO SERVICE GmbH & Co. KG	EETS Provider	26.05.2021, Germany

#### 6.1.3.2 Toll Domain Coverage

Please describe your current toll domain coverage:

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
France (TISPL)	direct	
Spain (VIA-T)	direct and partner	
Portugal	direct and partner	
Italy (SIT-MP)	direct	
Italy (SET)	direct	
Austria	direct and partner	
Belgium / Liefkenshoektunnel	direct	
Germany / Herrentunnel	direct	
Germany / Warnowquerung	direct	
Denmark / Storebaelt Bridge	direct and partner	
Sweden / Oeresund Bridge	direct and partner	
Belgium	partner	
Germany	partner	
Hungary	partner	
Bulgaria	partner	
Switzerland	partner	
Poland	partner	
Slovakia	partner	

#### 6.1.3.3 OBUs in Operation

OBU type	Manufacturer	Additional comments
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Premid TS3203	Kapsch	distribution stopped
TRP4010	Kapsch	
4021-01K	Kapsch	distribution stopped
OBU4040	Kapsch	
TG4400	GEA	distribution stopped
VTR850B	Norbit	
Sittraffic Sensus Unit C3080 T4E	Siemens	

#### 6.1.3.4 Outlook for the next 12 Months

- Expected accreditations:
  - Slovenia (DARS) in Q4 2024 via partner
  - Czech Republic in Q1 2025 via partner
  - Denmark in Q4 2025 via partner
  - Croatia (HAC) in Q4 2025/Q1 2026 direct

#### 6.1.3.5 Other Issues and Developments

Service in the complete Italian toll area except:

- CONSORZIO PER LE AUTOSTRADE SICILIANE (C.A.S.)
- VI. ABILITA' S.p.A. (TRAFORO SCHIO VALDAGNO)

General issue:

- SfU-VCCF with CONSORZIO PER LE AUTOSTRADE SICILIANE: DKV obtained the prolongation of VCCF contract until end of 2025.
- SfU-VCCF with VI.ABILITA regarding tunnel Schio Valdagno: tender is published and nearly to be assigned, clarification on next steps at beginning of September.

### 6.1.4 EUROWAG (W.A.G Payment Solutions a.s.)

#### 6.1.4.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since, country of registration

WAG Payment Solutions, a.s.,	EETS Provider	February 16, 2017, Czech Republic
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#### 6.1.4.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria	direct	
Belgium	direct	
Germany	direct	
Denmark	direct	Storebaelt bridge
Denmark – Sweden	direct	Oresund bridge
Czech Republic	direct	
Slovakia	direct	
Portugal	indirect	
Spain	Indirect	
HU Pre-pay	indirect	Non-EETS
HU Post-pay	indirect	Non-EETS
PL e-toll	indirect	Non-EETS
PL private high-ways	indirect	Non-EETS

#### 6.1.4.3 OBUs in Operation

Manufacturer: Princip

Type: U850

#### 6.1.4.4 Outlook for the next 12 Months

In the next 12 months, we'll keep focusing on closing the gap in the coverage map

#### 6.1.4.5 Other Issues and Developments

- Active participation in remuneration study;

### 6.1.5 Øresundsbro Konsortiet/ØresundPAY

#### 6.1.5.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since, country of registration
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Øresundsbro Konsortiet/ØresundPAY	EETS Provider	2020-08-26, Sweden
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#### 6.1.5.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Øresundsbron	direct	Sweden
Storebæltsbroen	direct	Denmark
AutoPASS	direct	Norway (5 Regional TC and 6 ferry companies)
Asfinag	direct	Austria

#### 6.1.5.3 OBUs in Operation

Norbit VTR850-B

Q-free OBU615

Kapsch TRP-4010-00A

Kapsch OBU-4040-00A

#### 6.1.5.4 Outlook for the next 12 Months

- On-going accreditation process for the new GNSS-Based Road User Charging Scheme in Denmark 2025. New OBU: Kapsch OBU-5310-22A

#### 6.1.5.5 Other Issues and Developments

N/A

## 6.1.6 Telepass S.p.A.

### 6.1.6.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since, country of registration
TELEPASS	EETS Provider	23.03.2016, Italy

### 6.1.6.2 Toll Domain Coverage

Please describe your current toll domain coverage:

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Portugal	Partner	
Spain	Partner	
France	Direct	
Belgium	Direct	
Germany	Direct	Including CO2
Austria	Direct	Including CO2
Denmark	Partner & Direct (Bridges)	
Sweden	Partner	
Norway	Partner	
Poland (EETS+A4+A1)	Direct	
Switzerland	Direct	
Italy	Direct (National Service)	
Hungary	Partner (National Service)	
Bulgaria	Partner (National Service)	
Croatia (HAC)	Direct	HV and LV
Slovak Republic	Direct	
Slovenia	Direct	

### 6.1.6.3 OBUs in Operation

- DM03 – Movyon (formerly Autostrade Tech)
- DM03-HE – Movyon (formerly Autostrade Tech)
- ETOLL2ST – Movyon (formerly Autostrade Tech)
- TLPV5-HE – Movyon (formerly Autostrade Tech)



- ETOLLK1TL – Telepass
- TLPV5 – Movyon (formerly Autostrade Tech)
- TLPV5.1 – Movyon (formerly Autostrade Tech)
- VTR850-T – Norbit

#### 6.1.6.4 Outlook for the next 12 Months

- expected accreditations: Denmark, Czech Republic

#### 6.1.6.5 Other Issues and Developments

##### **Austria**

In 2024 Asfinag has introduced CO2 tolling in the Austrian toll domain. This additional service so far has not been considered in the EETS remuneration. As well the high inflation of the last year has not been considered in the same way in the toll tariffs. This further penalizes EETS Providers that only have a too small delta between the FCI provision and the EETS Provider remuneration to cover the additional parts/costs of the value chain that an EETS Provider performs compared to FCI's.

##### **Czech Republic**

Czech Republic opened to EETS Providers, but remuneration was quite far from standards and several players were discouraged by submitting application.

On July 1st 2024, remuneration was updated, but not yet in line with standards, in addition costs requested by RSD/RMD were raised.

##### **France**

Discussions are ongoing with French Toll Chargers due to the announced obligation to shift the contracts from the current TIS-PL framework to the EETS framework.

The deadline has been pushed forward by the French Toll Chargers, yet many aspects have to be solved, among them the one of the remuneration, that is far too low for the activities TELEPASS does, without even being able to recover the inflation in real terms.

Talkings are ongoing with the Conciliation Body, the *Autorité de régulation de transports*, that could lead to the opening of a formal procedure

##### **Germany**

- The BALM announced that on 01.09.2024 the EETS remuneration will be changed again, leading to a remuneration reduction of about 30%. Although a possible change was foreseen in the outcome of the conciliation procedure end of 2022, the volume and structure

of the change invalidates the pure commercial agreement reached in this conciliation procedure as no agreement was found on the way the EETS remuneration was calculated by the BALM.

- Toll Collect intends to introduce a tolling app (TollNow) to pay the toll in the German toll domain without the usage of an expensive OBU (with obligatory DSRC interface). EETS Providers do not have this simple and cheap possibility and would be further penalized as are obliged to provide their services with the obligatory use of a compliant OBU. No further information has been provided by the BALM since the last EFP report.

## Italy

- A video-tolling service (With the brand name Targa Go) was opened at the beginning of last July on the urban motorway of Naples, that engages exclusively the EETS lanes (equipped with lifting bars, no free flow); the service is operated by a subsidiary of Autostrade per l'Italia, and its technical features (technical norms, performances ecc.) are not openly and transparently disclosed; AETIS engaged the Toll Charger, Tangenziale di Napoli S.p.A., as well as the Italian association AISCAT and the grantor, the Ministry of Transport and of Infrastructures. The latter was informed of dysfunctions in the operation, e.g. some EETS contractual contents on the instructions to the EETS users are not being respected by Tangenziale di Napoli. Discussions are ongoing.
- Prior to the opening of the service described above the Italian Ministry of Transport and of Infrastructures had opened a discussion and analysis table on the introduction of video-tolling in Italy. After extensive discussions AETIS and AISCAT were indicated as co-coordinators of the work. Technical groups are being formed to discuss the many aspects in which the topic had to be split. A worrisome feature is the proposed, by AISCAT, involvement in the working groups of miscellaneous payments providers (parking, ticketing etc.) that have no role of experience whatsoever in the EETS.
- Discussions are being opened with the Italian Toll Chargers on the issue of the certification of the Roadside Equipment; problems of unknown origin are randomly affecting the EETS performances along the Italian main network and the lack of certification of the interoperability components of the Toll Chargers is being questioned.

Discussions are being open with the Italian Toll Chargers on the issue of the remuneration based on the additional efforts required to the EETS Providers due to technical changes in the interfaces, and to the lack of recovery of the inflation in real terms.

## 6.1.7 Toll4Europe GmbH

### 6.1.7.1 Provider status

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

### 6.1.7.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria (Asfinag)	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 (KAS)	direct	
Portugal	partner	
Spain	partner	
Sweden (Øresund)	direct	
Switzerland	direct	
Slovakia	direct	

### 6.1.7.3 OBUs in Operation

Toll4Europe's On Board Unit: Siemens Sitraffic Sensus Unit C3080

### 6.1.7.4 Outlook for the next 12 Months

- Enhance toll domain coverage continuously: certification for CZ, DK, NL, HR and SI are in evaluation.
- In DE the migration towards a central toll detection becomes mandatory for all EETS providers.

- 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. The start of the “Remuneration Study” by DG Move can be a milestone to further improve Article 7 in the European Directive 2019/520. DE has again announced a significant reduction of the EETS providers remuneration from 01.09.2024 even before the findings of the study are available.
- 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 required a major effort in the first countries who went live. The implementation in DE, AT, and two other countries was successful.

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

### 6.1.8.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since , country of registration
tolltickets GmbH	EETS Provider	16.02.2018, Germany

### 6.1.8.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria	direct	
Hungary	partner	
Bulgaria	partner	
Spain	direct	
Portugal	direct	
Sweden / Denmark Oresund + Storebaelt	direct	
Norway	direct	
German Tunnels - Herrentunnel & Warnowquerung	direct	
Germany - BALM	direct	
Liefkenshoek Tun- nel	direct	
Belgium	direct	
Switzerland	direct	
Italy	direct	

### 6.1.8.3 OBUs in Operation

Below list contains full EETS-OBUs only:

- OBU 5310, manufacturer: Kapsch TrafficCom AG

In addition to the EETS-OBUs, tolltickets uses various OBU types for local services.

- TRP-4010, manufacturer: Kapsch TrafficCom AG

### 6.1.8.4 Outlook for the next 12 Months

- expected accreditations

- France with Partner
- Slovenia direct
- Germany migration to MED
- planned re-certifications
  - new OBU generation
- relevant changes

#### 6.1.8.5 Other Issues and Developments

N/A

### 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 , 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)
Italy	direct	
Liefkenshoecktunnel	direct	
Storebæltsforbindelsen	direct	
Øresundsbro Consortium	direct	

#### 6.1.10.3 OBUs in Operation

UnipolTech has 1.67 M OBUs in operation in Italy (July 2024).

#### 6.1.10.4 Outlook for the next 12 Months

We are working on possible partnerships to expand into new countries in Eastern and Western Europe, developing collaborations and securing direct contracts with toll chargers.

#### 6.1.10.5 Other Issues and Developments

Near future cooperations with European MSP are foreseen.

### 6.1.11 Verra Mobility / Pagatelia

#### 6.1.11.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since, country of registration
Pagatelia	EETS Provider	10.5.2021, Spain

#### 6.1.11.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Spain	[direct]	
Portugal	[partner]	
France	[partner]	
Italy	[partner]	

#### 6.1.11.3 OBUs in Operation

Kapsch DSRC-4010

Movyon DSRC - V5.0

Movyon DSRC - V5.T

Movyon DSRC - V5.1

#### 6.1.11.4 Outlook for the next 12 Months

Croatia in 2025

#### 6.1.11.5 Other Issues and Developments

N/A

## 6.2 Service Provider

### 6.2.1 Egis Easytrip Services

#### 6.2.1.1 Provider status

Name of Company	Status: EETS Provider or Service Provider
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)
Philippines	Direct	Domestic tag issuer (LV+HGV), full interoperability across all concessions around Manilla
Mexico	Direct	Domestic tag issuer (LV+HGV), fully interoperable withing the Mexican market
EU Countries (HGV)	Direct+Partner	Service provider to HGV and LV fleets; Easytrip Transport Services business sold to 360 Payment Solutions in 2024
Ireland	Direct	Domestic tag issuer (LV+HGV); Easytrip Ireland business sold to DKV in 2023

#### 6.2.1.3 OBUs in Operation

RFID tags in Philippines and in Mexico according to local regulations

#### 6.2.1.4 Outlook for the next 12 Months

N/A

#### 6.2.1.5 Other Issues and Developments

- Monitoring of opportunities to start new Easytrip (as national tag issuer) operations in specific domestic markets.