

# EETS-Facilitation Platform

## **22<sup>nd</sup> Progress Report**

31.12.2024

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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 01.07.2024 - 31.12.2024 and provides an overview of:

- Activities within the EFP Platform (Chapter 2)
- EETS Developments and Outlook (Chapter 3)
- Country Report Italy (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 Italy, and the contribution has been prepared by AISCAT.

## 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 31.12.2024, 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
Ministère de la Transition écologique of the French Republic	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
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
Øresundsbro 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
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
W.A.G. Payment Solutions a.s. (Eurowag)	Czech Republic	EP

## 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 Porto (Portugal, November 2024)
- EFP Member Survey
- Membership issues
- Organisational issues

## 2.3 EFP Working Group Meeting in Porto

On 05.11.2024 and 06.11.2024, the EFP held a Working Group Meeting in Porto. The meeting focused in particular on the following topics:

- EFP Member Survey
- Update on European issues (EETS and Eurovignette Directive) from the European Commission
- Upcoming changes in 2025 regarding CO2 tolling
- EETS Accreditation and possibilities for harmonization
- Preliminary Findings of the EETS Remuneration Study
- 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. Nevertheless it turned out that more time would be valuable for discussion on the key topics. This will be taken into account for the next Working Group meeting, which is scheduled for 06.05.2025 – 07.05.2025 in Lelystad (Netherlands).

## 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.

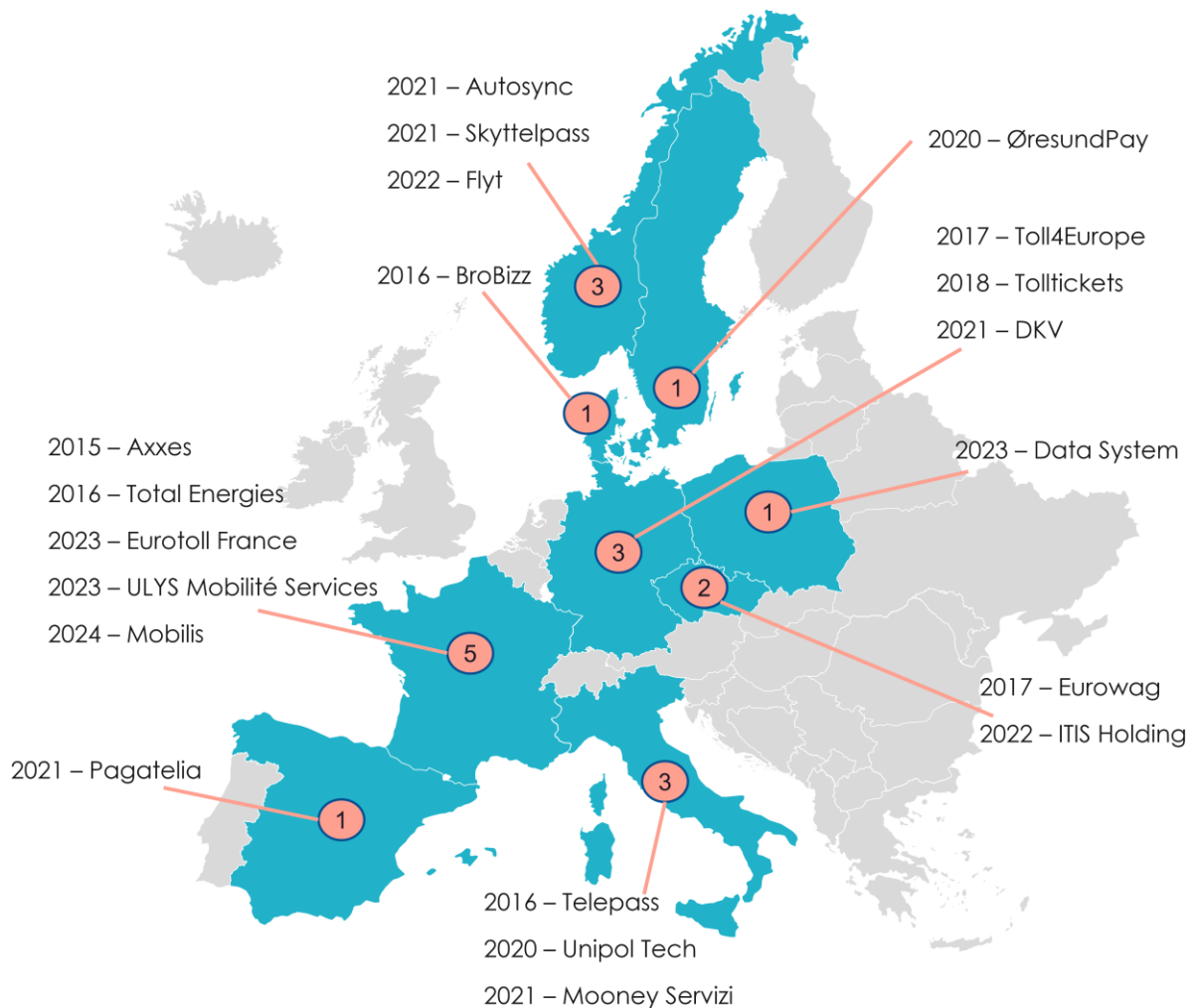
## 3 EETS Developments and Outlook

### 3.1 EETS Providers

As far as the EFP Secretariat is informed there are currently 20 registered EETS Providers across Europe which are the following:

- Autosync (formerly Fremtind Service)
- Axxès
- BroBizz
- Data System
- DKV Euroservice
- Eurotoll France
- Flyt
- ITIS Holding
- 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

Meanwhile EETS is in full operation in 15 countries across Europe. The market penetration – as measured by the EETS share of the toll market – has passed 60% in one country. It could also be observed that within 12 months from adding EETS to an existing toll system, the EETS market share in that country passed 40%. The numbers show that EETS is a concept which is accepted by the road users. However, it would be very misleading to make a direct comparison of EETS market shares between countries, assuming that higher market shares are “better” or maybe even thinking that high EETS market shares are due to poor service quality from the national service providers. We have to acknowledge that the toll markets differ considerably from country to country:

- The share of domestic traffic vs. international (cross-border) traffic differs.
- It is a difference whether EETS is introduced at the start of a new tolling system or added as an additional service in an already existing tolling system.
- In some countries the authorities and/or the toll chargers facilitate EETS with attractive technical, contractual or commercial conditions for EETS Providers.
- From the user perspective the processes for switching from the national service to an interoperable service can be more complex in some countries than in others.
- etc.

The comparison between the national toll service of a national service provider and the interoperable toll service of an EETS Provider is not reasonable. They offer different products, and any shift from the one to the other provider does not allow any conclusion of service quality.

Fact is that the EETS market share continues to grow in practically all toll domains where EETS has been introduced, although with very different growth rates. The main focus of the Toll Chargers is to secure the correct and complete toll collection. On top of that, EETS implies a higher complexity with all the different partners, as an additional challenge for the Toll Chargers. In order for the EETS market to develop EETS Providers need to earn money. That is dependent on growth, as the limited margins require high volumes in order to pay for the investments and the ongoing operations.

Good cooperations and partnerships between Toll Chargers and EETS Providers are decisive for the future growth and success of EETS.



### Outlook and changes

There are many ongoing changes in the EETS domains that impact both the Toll Chargers and the accredited EETS Providers.

- Ongoing change of back-office interfaces in Italy.
- Ongoing migration to the central Toll Detection and Tariffing Service (MED) in Germany.
- Introduction of the 3<sup>rd</sup> generation of the LSV system in Switzerland
- CO<sub>2</sub>-based tolling has been introduced in Austria, Czech Republic, Denmark (from 01.01.2025) and Germany.
- Slovakia, Slovenia and Poland have started preparations for the CO<sub>2</sub>-based tolling in their toll domains.
- Introduction of free-flow tolling on selected roads in France and Italy.

Additionally, several smaller changes and improvements are being introduced.

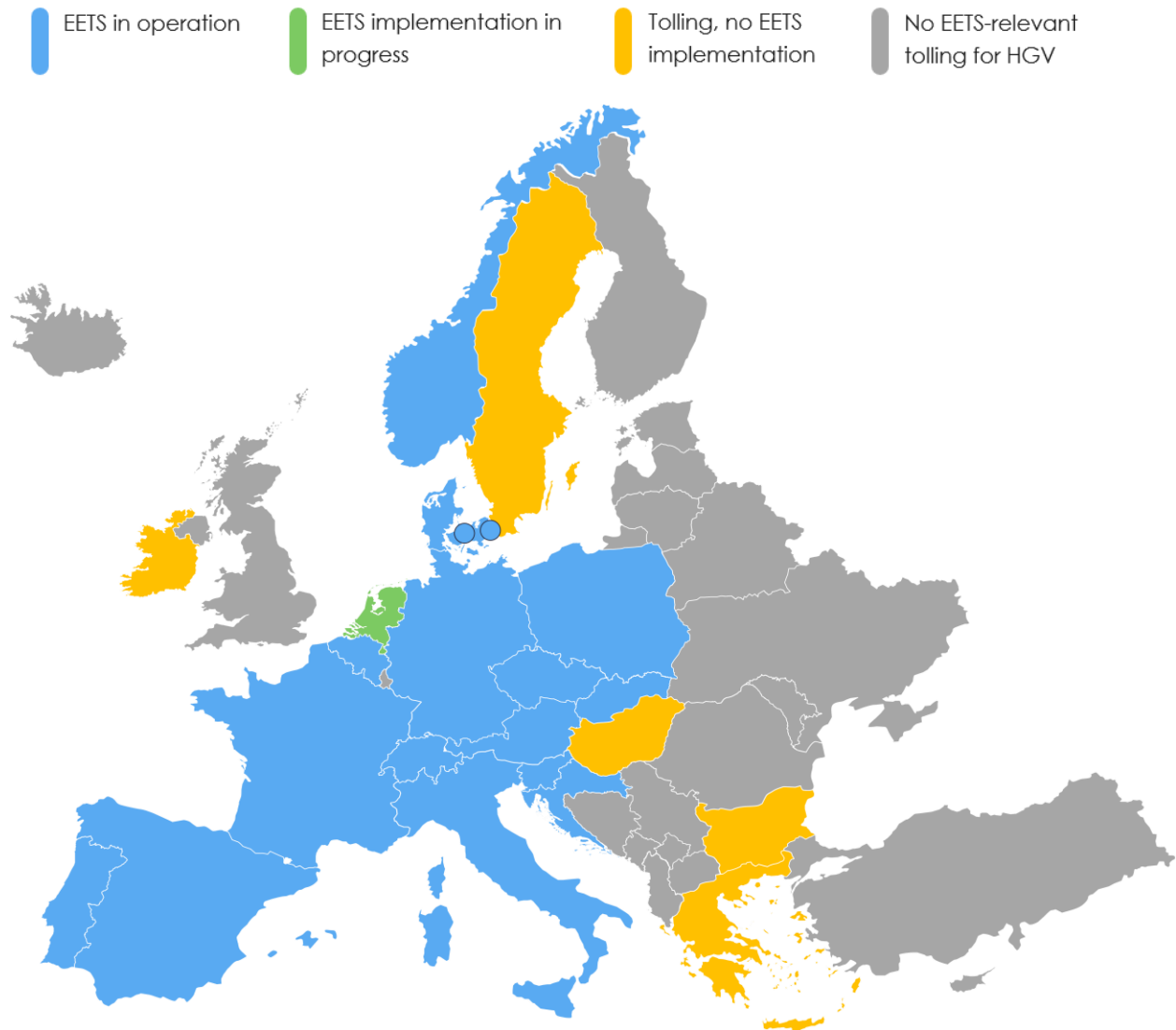
One consequence of all the changes is that the EETS Providers must spend an increasing share of their resources to maintain their existing interoperable toll service, and that means reduced capacity for expanding to further toll domains. From the EETS Provider side new OBU models and new releases for 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.

In addition to that, preparations for new tolling systems continue, with the toll domains in the Netherlands and the region Alsace in France as the next upcoming toll domains.

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 is about to start the implementation of their tolling scheme, including EETS.

## 4 Country Report Italy

### 4.1 Concessions

The toll motorway network in Italy is regulated by Agreements which, over time, have undergone many modifications to incorporate regulatory and legislative adjustments.

The bodies in charge of regulating the Agreements and revising the tariffs are: the Transport Regulation Authority (ART), which defines the toll tariff system as well as the concession agreement schemes, the Interministerial Committee for Economic Planning and Sustainable Development (CIPESS), which expresses its opinion on updates to the economic-financial plans and additional deeds to the Agreements, and the Ministry of Infrastructure and Transport (MIT), whose main function is that of Grantor, with the task of directing and supervising the motorway network, selecting and awarding motorway concessionaires, preparing and monitoring motorway concession agreements and related economic-financial plans (PEF).

For the new companies having as their object the design and execution of Regional Works, the function of Grantor is exercised by companies participated by ANAS S.p.A. and the Regional Authorities.

The toll motorway network is currently operated by 27 Concessionary Companies and covers 6.133,0 km in operation<sup>1</sup>. As a result of the privatization process that began in the 1990s, many of the Italian concession Companies are currently owned by private operators, which can be traced back to corporate groups. Exceptions are some motorway sections located in the north-east (Veneto - Trentino) and in Lombardy, which are instead owned by local authorities. The concessionary relationships managed by MIT also include the international tunnels (SITRASB, SITMB and SITAF), whose Agreements are regulated by international treaties and managed by Intergovernmental Committees (IGC).

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<sup>1</sup> AISCAT data updated to 31.12.2023



### 4.1.1 Development of the concession system

Currently, the concession system is structured as follows:

- ✓ 27 Concessionary Companies whose concessions are entrusted by the MIT (including 3 international tunnels whose Agreements are governed by international treaties and managed by Intergovernmental Committees - IGC);
- ✓ 3 regional companies whose concessions are entrusted by public mixed companies ANAS + Regions;
- ✓ 1 Company managed directly by regional concession.

Furthermore, there is ANAS (FS Group), a State Concessionaire that currently manages the non-toll motorway network.

Finally, it should be noted that in April 2024, a new company (Autostrade dello Stato – A.D.S.) was created as an in-house company of the MIT, wholly owned by the Ministry of Economy and Finance. It is currently an Associate member of AISCAT.

### 4.1.2 Concession contracts

The agreements are approved by interministerial decree of the Minister of Infrastructure and Transport in agreement with the Minister for the Economy and Finance and registered by the Court of auditors (the Italian supreme audit institution). In the presence of relevant aspects from the point of view of EU law, prior consultation with the corresponding services of the European Commission is envisaged.

The discipline contained in most of the current agreements strictly aims at regulating the allocation of risks, the remuneration of the invested capital and the tariff adjustment modalities. There remain some Agreements with different discipline deriving from specificities of the relevant concessions (e.g. the international Agreements of the tunnels).

The Agreements and the related Economic and Financial Plans (PEF) are updated every five years in order to adjust the investment forecasts and programs. Specifically, the Standard Agreements provide for:

- ✓ the determination of the tariff regulation based on the evolution of traffic, cost dynamics, efficiency and quality rate achievable by the Concessionaire;
- ✓ the definition of the allocation of the extra profits generated by the Concessionaire for the performance of commercial activities on the State property;
- ✓ the recovery of the portion of tariff revenues due for investments scheduled in the financial plans and not realized in the previous period;
- ✓ the recognition of the tariff adjustments due for investments scheduled in the financial plan only upon their actual implementation, ascertained by the Grantor;
- ✓ the obligation of the Concessionaire to transmit annually to the Granting Body the minimum information framework of economic, financial, technical and management data;
- ✓ the addition to the Concessionaire of further obligations (e.g. adequate capital soundness requirements, performance of the procedures for the awarding and adjudication of works, services and supply contracts in compliance with the relevant regulations);
- ✓ the application of sanctions in the event of non-compliance, for reasons attributable to the Concessionaire, with the clauses of the single agreement and the graduation of the same on the basis of seriousness.

#### 4.1.3 Current Concessionaires and concession lifetime

Companies	Life time
AUTOSTRADA DEL BRENNERO	Expired and waiting for new awarding
BRESCIA-PADOVA	31.12.2026
SATAP A4	31.12.2026
SERRAVALLE-MILANO	31.10.2028
S.A.T.	31.10.2028
CONSORZIO SICILIANO	31.12.2030
S.A.L.T. Tronco Autocisa	31.12.2031
ASTI-CUNEO	31.12.2031
STRADA DEI PARCHI	31.05.2032
R.A.V.	31.12.2032

S.A.V.	31.12.2032
CAV	31.12.2032
SITRASB	31.12.2034
I.T.P.	142 months (11 years and 10 months) from the effective date of the Agreement and the actual takeover with ATIVA (takeover 1/12/2024)
TANGENZIALE DI NAPOLI	31.12.2037
AUTOSTRADE PER L'ITALIA	31.12.2038
AUTOSTRADA DEI FIORI Tronco A6	31.12.2038
BREBEMI	22.01.2040
AUTOVIA PADANA	28.02.2043
SALERNO-POMPEI-NAPOLI S.p.A.	08.02.2047
S.I.T.A.F.	31.12.2050
TRAFORO MONTE BIANCO	31.12.2050
SOC. AUTOSTRADE ALTO ADRIATICO	25.11.2052
CONCESSIONI DEL TIRRENO TRONCO A10 e TRONCO A12	New concession for 11 years and 6 months (from the effective date of the Agreement) – took over from SALT S.p.A. since 3/06/2024
PEDEMONTANA LOMBARDA	01.07.2060
SUPERSTRADA PEDEMONTANA VENETA	39 years since commissioning
TEM	50 years since commissioning

## 4.2 Toll Tariffs and calculation

As is well known, the motorway toll is the amount that the user pays for the use of the motorway and is commensurate with the length of the journey made.

- ✓ Determined with orientation towards the costs of building and operating the infrastructure;
- ✓ Exclusion of any autonomy or discretion in the quantification of the initial tariffs and their annual adjustment.

The criteria for calculating tolls for the Italian motorway network are established by specific sector regulations transposed in the Agreements in force between the concessionaire companies and the granting authority. With regard to new concessions, the ART itself currently defines the toll tariff

systems based on the price cap method. Motorway tariffs are updated annually on the basis of the formula laid down in the concession agreements.

Regarding the calculation of the toll paid by the user, this is done by multiplying the unit tariff by the length in kilometres of the route taken by the user, applying the ordinary VAT and rounding the result (upwards or downwards) to the nearest 10 cents.

Under the current system in Italy, unit kilometre tariffs are differentiated by vehicle type and road type.

#### ADJUSTMENT PROCEDURE

- By 31 October each year, the licensee shall notify the grantor of the tariff variation it intends to apply, as well as the investment component, if any, of parameter X relating to each of the new additional interventions
- The grantor, within the following 30 days and subject to verification of the correctness of the variation, shall also forward the communication to the MEF so that, in concert, they may approve or reject the variation with a reasoned decision within 15 days of receipt of the communication
- It must be emphasised that the Ministries' measure may be based, pursuant to Law No. 2/09, only on the verification of the correctness of the values included in the variation proposal and the relevant calculations, as well as on the existence of serious breaches of the provisions set forth in the agreement and that have been formally contested.

The classification of vehicles is based on the number of axles and the height of the vehicle measured at the front axle and it is divided into five classes (see next paragraph).

### 4.2.1 Vehicle categories and type of motorway

In Italy, all vehicles allowed to circulate on motorways are subject to motorway tolls.




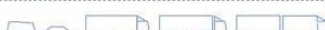

On the Italian toll motorway network, the 'axle gauge' classification system is in force, where 'axle gauge' means the height of the vehicle measured at the front wheel axle. The classification currently in force leads to five toll classes, namely:

- class 'A': motorbikes and 2-axle motor vehicles with a height at first axle of less than 1.30 m;
- class 'B': 2-axle vehicles with a height at the first axle of more than 1.30 m;
- class 3: vehicles with 3 axles;
- class 4: vehicles with 4 axles;
- class 5: vehicles with 5 or more axles.




VEHICLE CLASSIFICATION IN ITALY

Vehicle classification - Axles-Shape System

<b>A</b>	2 axles / Height of front axle ≤1.3 m 
<b>B</b>	2 axles / Height of front axle >1.3 m 
<b>3</b>	
<b>4</b>	
<b>5</b>	

Vehicle classification – Volumetric (Free-Flow)

<b>V1</b>	Light Vehicles – motorbike and cars 
<b>V2</b>	Heavy Vehicles – vehicles with trailers and vans 
<b>V3</b>	Heavy Vehicles – vans, trucks and buses 
<b>V4</b>	Heavy Vehicles – Trucks 

- ❖ The **vehicles** are **classified** at the toll plaza (toll gantry in case of Free-Flow);
- ❖ Electronic tolling transactions are made via **DSRC technology** (Dedicated Short Range Communication). GNSS technology is not used.

Table showing the classification of vehicles according to ‘gauge axles’.

The unit kilometre rate applied is differentiated by dividing the motorways into:

- plain sections;
- mountain sections,

on the basis of the specific construction and operating costs of each section, as well as specific local features. The unit tariffs of motorway sections classified as mountain sections are higher than those

classified as plain sections because of the higher costs incurred in their construction and the higher maintenance costs due to the presence of viaducts, tunnels, winter maintenance operations, etc...

## 4.2.2 Discounts

In Italy there are different types of tariff modulations / toll discounts that can be applied to the users. The following table provides an overview of these different types of tariff modulations / toll discounts.

Toll Charger	Type of discount	How to register	Discount amount	Additional info
23 Toll Chargers	Vehicle discount (only motorbike)	Registration through service provider	30%	Cannot be combined with other discounts
SPN	tariff modulation (only class A vehicles)	Not required	variable depending on the route	N.A.
RAV	tariff modulation (all the vehicles classes)	Not required	variable depending on the route	N.A.
SAV-RAV	Residents only - class A vehicles	Registration through service provider	50%	One exempt trip for every two performed
SAV	tariff modulation (all the vehicles classes)	Not required	100%	Trip Aosta Est – Aosta Over (and vice-versa) within 1 hour
CdT A12	Workers/Students resident in specific municipalities	Registration through service provider	20%	The user must indicate a pair of stations

CAV	Volume discounts - Residents only - class A vehicles	Registration through service provider	40%	Trip Mirano/Dolo - Padova (and vice-versa) with at least 20 transits in a month
APL	Frequent users	Not required	20%	The discount is applied from the 6th day of transit during the same calendar month
ITP Tronco 1	Tangenziale di To- rino Subscription (only for class A vehicles)	Registration through service provider	The user is charged of a specific amount only at the first transit registered over a month (no charges for all the other transits performed over the same moth)	
TEEM	Frequent users	Registration through service provider	20%	The discount is applied to each transit for all station combination on the A58
BreBeMi - TEEM	Green Vehicle discount (only full electric vehicles or LNG fuelled)	Registration through service provider	30%	The discount is applied to each transit for all sta- tion combination on the A35 and A58

Milano- Ser-ravalle	Volume discounts	Registration through service provider	35%	the discount is applied after at least 30 transits at the stations of Vimercate (Tangenziale Est), Sesto San Giovanni (Tangenziale Nord) and Terrazzano (Tangenziale Ovest)
Autostrada del Brennero	Workers and Students	Registration through service provider	20%	The user must indicate a pair of stations
Autostrada del Brennero	Urban-Pass	Registration through service provider	100%	Applied on trips Bolzano Nord – Bolzano sud (and vice-versa) performed Monday to Friday, between 7 a.m. and 9 a.m. and between 4 p.m. and 7 p.m.

Autostrada del Brennero	Urban-Pass	Registration through service provider	100%	Applied on the route Trento Nord – Rovereto sud (and vice-versa), including intermediate stations, performed Monday to Friday, between 6 a.m. and 9 a.m. and between 5 p.m. and 8 p.m.
SITAF	Subscription for resident only (only for class A vehicles)	Registration through service provider	The user is charged of a specific amount only at the first transit registered over a month (no charges for all the other transits performed over the same month)	
SAT	Residents only - class A and B vehicles	Registration through service provider	<ul style="list-style-type: none"> <li>• 100% on the Semi-Closed System;</li> <li>• Specific discount amount on the Closed System</li> </ul>	
ASTI-CUNEO	Free-Flow discount	Registration through service provider	25%	N.A.

All the tariff modulations are set-up and renewed according to the decisions of the Ministry of Infrastructure and Transport. The Italian Toll Chargers don't require any fee for the participation at the tariff modulations programs.

## 4.3 Technology

### 4.3.1 Toll Plazas

The toll collection is, for the majority of the network, established at toll plazas with barriers. The payment possibilities include cash, selected credit cards, and payments with an OBE. The OBE communication is based upon Dedicated Short Range Communication (DSRC) according to the standard ETSI ES 200 674-1 - V2.4.1 for EETS and the Interoperable national service, and the standard UNI 10607 for the pre-existent national tolling service.

### 4.3.2 Free flow

Autostrada Pedemontana Lombarda was the first Italian motorway introducing the free flow tolling technology in 2015.

On September 1<sup>st</sup>, 2024 the Free Flow system portals used for toll collection have been activated also on the section between Asti and Castagnito, operated by the ASTI-CUNEO.

At the moment it is not envisaged any massive switch from barrier systems towards free flow systems on the interconnected network, while it is plausible that new toll sections on the non-interconnected network will be developed with such technology.

## 4.4 EETS in Italy

### 4.4.1 Contractual implementation

Within EETS framework, Italian Toll Chargers (TCs) have shared a standard contract template and technical annexes to regulate the service conditions between TC and EETS Provider, thus greatly facilitating and speeding up the reach of an agreement. This standard contract does not deal with commercial conditions (i.e. remuneration, guarantees, ...), which are negotiated and bilaterally contracted between the parties.,

This contract, a draft of which is given to the Service Provider at the beginning of the accreditation procedure after having signed a Non-Disclosure Agreement, regulates in detail the roles and all the activities of both parties, its main object being:

- to allow the Service Provider to carry out toll collection, on uninterrupted time basis, using electronic tolling devices that must be interoperable with the road installations of toll stations managed by Toll Charger;
- to allow the Service Provider to manage the financial toll transactions, charging the correct toll to the end-user and then paying the toll amount to the Toll Charger.

In such context, the Italian Toll Chargers offered to the Service Providers the opportunity to enter the market providing a national service, initially limited to heavy vehicles, with an OBE DSRC only. The first SIT-MP (Toll Interoperable Service – Heavy Vehicles) provider started operations in 2020, while the first EETS provider started operations in 2021. In the next years, the motorway sector worked to remove the limitation to heavy vehicles of national service.

In order to include further requirements provided by the national anti-trust Authority, a new standard contract template has been released in 2024. In detail, two schemes have been developed: one template regulates the service conditions between a TC and a new SP, and one “innovative” contract updating the service conditions in case of a SP already in service. The technical annexes are updated as and when necessary (e.g. adaptation to service requirements, change of reference standards).

#### **4.4.2 National legal framework**

The EETS Directive 2019/520/EU was transposed in the Italian law by the Legislative Decree (DLGS) nr. 153/2021.

## 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	
AS24 Italia <sup>1</sup>	Yunex C3081	V.3.2.2

### 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)
- 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). (No changes since the last progress report)
- 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 last 6 months of 2024 is possible to appreciate the following changes:
  - Since 1<sup>st</sup> December 2024 ITP has taken over the management of the highway A5-A55 from ATIVA and A21 from SATAP
  - Since 1<sup>st</sup> September 2024 a multi-lane freeflow has been added to the Asti-Cuneo toll domain
  - Simplified OBEs re-accreditation procedure has been introduced in case of OBEs software/firmware changes
- 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. (No changes since the last progress report)

### 5.1.5 Outlook for the next 12 Months

- Expected accreditations: 3 new OBU accreditation from EP/SP currently in service, 2 OBEs will conclude the running accreditation process
- Planned OBE re-accreditation: 1 planned OBE re-accreditation, further re-accreditations over 2025 are possible.

- Relevant changes in toll domain: No updates since the last progress report.

### 5.1.6 Other Issues and Developments

- About the back-office electronic fee collection, in compliance to the EETS Directive 2019/520 UE and the Commission Implementing Regulation 2020/204, the Italian TCs adopted the last version of the ISO EN 12855:2022 (application profile of the CET/TS 16986), still ensuring the compliance to the ISO EN 12855:2015 originally adopted by all the EPs accredited in Italy. In 2024, 1 EP tested and adopted with the Italian TCs the new back-office standard; 1 other EP started the test; 1 other SP showed the interest to implement to 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 2024, the Italian TCs with the coordination of AISCAT continued the work inside the ETC coordination structure (*Struttura Coordinamento Telepedaggio*). The committee brought common issues and solutions to improve the EETS service (e.g. improvement in discounts/claims/black list management, refinement of the accreditation procedures, etc..).
- During the 2024, the Italian TCs with the coordination of AISCAT continued 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

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 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, 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 off 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.

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.

The adjustments to the DL n°84-C/2022 will enter in force in January 8<sup>th</sup> 2025.

### **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.

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

### **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 n° 72/XVI/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 will start effects at January 1<sup>st</sup> 2025. The affected network has an extension of 889 kms.

## **5.3 ASFA / France**

No Report was sent to the EFP Secretariat.

## 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

### 5.4.3 List of accredited OBU 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.
  - 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:  
 Revision of Annex “Qualitätsmessung für EETS Anbieter”, Version 11.0, was published on 1<sup>st</sup> of December 2024
  - Tolling Regulations:  
 Revision of Tolling Regulations, Version 82, was published on 1<sup>st</sup> of January 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

- Planned re-certifications:
  - Estimated number of OBE certifications and re-certifications: 5-10
- Relevant changes in toll domain:
  - CO<sub>2</sub> Tolling: extension of the scope of application (currently: 4,5,9 and 10) to vehicle subgroups 1,2,3,11,12 and 16
  - Finalization of the specification of the new back-office interface and its implementation



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

### 5.5.1 Name of National Provider/Issuer OBUs

N/A

### 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
ITIS Holding a.s.	In accreditation	
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

Kapsch, TS3290/00A

Kapsch, 5310-00A

Eurowag/Princip U850

Movyon, Autostrade Tech, ETOLLK1TL (K1 Telepass SAT)

Kapsch 5310\_22A (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. Taking into account the additional services to be provided by the EETS Providers and the surcharges due to the increased demands on the EETS Providers, this results in an adjusted usage and payment commission fee of 1.23% of the billed toll volume. In addition, EETS Providers will be paid a new kilometer-based fee of €0.00076 per km of billed mileage.

BALM has amended the corresponding legal regulations. These came into force on September 1, 2024.

#### **5.5.5 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).

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. This is used by all EETS providers.

#### **5.5.6 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). 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.

As from November 2024, the new national provider NATRAS (<https://natras.ch/en/about-us/>) has started pilot operations for the **N**ational **E**lectronic **T**oll **S**ervice (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
Telepass	In operation	14.01.2021
T4E	In operation	20.08.2021
TotalEnergies Marketing Services (TEMS)	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.	
Eurowag (W.A.G Payment Solutions a.s.)	Eurowag started the accreditation process in September 2024.	

	Level 1 has been passed by 13 December. Next step are the interface tests in Level 2.	
Telepass	Accreditation of new generation OBU ETOLLK1, still in pilot operation, accreditation not yet granted	
Axxès	Accreditation of new generation OBU Yunex C3081, 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, LSVA III) in the form of the new FOCBS Ordinance on the accreditation of EETS providers is in place since 1 September 2024.

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.

The remuneration of the EETS providers is set out in the new FDF Ordinance, which came into force on 1 October 2024. The remuneration model as well as the level of the remuneration itself for foreign users remains unchanged; the remuneration is a percentage of

the charge due. The model for domestic users (CH/LI) has been added, which is independent of the charges 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.

### 5.6.5 Outlook for the next 12 Months

- Telepass: Approval for ETOLLK1 to be granted in January 2025.
- Axxès: Approval for Yunex OBU C3081 before end of February 2025.
- T4E: Receipt of the application for accreditation for LSVA III as well as for the new, 4G-capable OBU in January 2025 in order to proceed in the quite tight schedule for LSVA III.
- 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 (Telepass, T4E and Axxès) by the end of February 2025 if possible.
- TEMS / Eurowag: FOCBS expects rapid progress in the accreditation processes so that the two providers can offer their users EETS as an automated solution for the LSVA before the current manual ticket system is closed down (see following section).
- tolltickets should start pilot operation.
- The LSVA tariffs will be adapted 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). The intended start of the new roads side infrastructure had to be postponed once again to 1 March 2025. This also has an impact now on the EETS providers and Fuel Card providers.

For the EETS providers:

The inclusion of local users (CH/LI) for EETS is only possible from 1 March 2025 at the earliest, but requires completed accreditation for LSVA III together with an accredited 4G-capable OBU. This would still allow EETS Providers to register local users for EETS before the pilot operation of the national service NETS with NATRAS is completed and the large-scale migration is launched in the second quarter.

For Fuel Card providers:

The new ticket system in the web shop will be introduced on 1 April 2025. A fuel card provider previously registered for the existing manual system with terminals at the border must submit an application for accreditation for the new web shop solution with online authorisation of the fuel card, if they want to offer their fuel cards to their users in the new system. The previous system with the terminals will be decommissioned by the end of May 2025 at the latest.

The necessary legal basis is provided by the Fuel-Card-Provider-Ordinance FDF which came into force by 1 December 2024. The documents required for accreditation can be downloaded from the FOCBS website. Here, too, the schedule for fuel card providers is very tight in order to obtain accreditation in time for the new web shop solution to be launched.

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.

On 1 April 2025, the provisions for verifying the financial capacity of providers contained in the annexes to the EETS and NETS Provider Ordinance FOCBS and the Fuel Card Provider Ordinance FDF, including the technical and operational requirements, are to be revised and clear criteria for demanding a financial guarantee against payment default are to be introduced. The principle remains unchanged, the FOCBS does not require financial guarantees as long as the provider adheres to the payment terms.

## 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

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

Name of EP/SP	OBU Type	Manufacturer/OBU	Phase
Telepass S.p.A.	Telepass/ ETOLLK1TL		In unlimited production operation
Toll4Europe GmbH	Siemens/ Sitraffic Sensus Unit C3080		In unlimited production 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): the legislation was aligned with EETS Directive 2022/362/EU in December 2024. The Tolling Act entered into force on 18.12.2024.
- 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 implementation in the tolling system, expected in Q4/2025.
- 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: 1.
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...): after 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 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
ITIS Holding	In accreditation (contract from 22.10.2024)	
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

### 5.9.4 Legal and contractual status

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

There have been no significant changes since the last Report for first half of 2024.

- *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 third quarter of 2025.

- *Update on EETS Domain Statements and tolling regulations*

On November 1, 2024, the toll road network in Poland was expanded by approx. 1635 km: 140 km of highways, 1495 km of express roads. Now the toll road network is about 5255 km.

- *Update on EUCARIS*

### **5.9.5 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 3 EETS providers:

- ITIS Holding - we are planning starting accreditation testing with provider in Q1 2025.
- Data System and EUROWAG – remarks on the technical and commercial concept have been sent to both providers, 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 these providers.

- 2) changes in toll domain:

Each year - January 1, 2025 - we implement 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/>).

In 3Q of 2025 we are planning to adapt the Electronic Toll Collection System of the National Revenue Administration (e-TOLL) to the changes resulting from the provisions of Directive 2022/362, “Eurovignette”.

### **5.9.6 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**

- Update on EETS Domain Statements and tolling regulations.
  - 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 minor provisions regarding the rights and obligations of EETS providers, as well as implement changes due to Eurovignette implementation
- 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, will be introduced after finishing implementation and testing of changes within national toll system and EETS system, with effective start in operation on 1<sup>st</sup> July 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
- Expected new OBE accreditation from Toll4Europe, Toll4 Europe is currently in the process of finalizing the development and testing of the GM 4.9 release, which is planned to be rolled out in the field mid 2025.
- Expected new OBE accreditation from Itis Holding and Eurowag. No further specification of brands yet.
- A kick-off communication with AS 24 (in the first quarter of 2025) as a new applicant for the provision of EETS in Slovakia.
- Preparation to launch of new national toll system including new EETS Interface, planned within 2026.

#### **5.10.6 Other Issues and Developments**

N/A

## **5.11 National Toll Payment Service Plc / Hungary**

### **5.11.1 Name of National Provider/Issuer OBUs**

National Toll Payment Service Plc.

### **5.11.2 EP/SP in Operation**

There are no EP/SPs in operation in accordance with the EETS directive.

### **5.11.3 List of accredited OBU of EP/SP**

Since there are no EP/SPs in operation, this point is not applicable.

### **5.11.4 Legal and contractual status**

- At the request of the European Commission, minor changes were implemented to the Hungarian EETS legislation, which have come into effect in July 2024. Accordingly, NÚSZ Zrt. has also adjusted the Toll Domain Statement to reflect changes. Additionally, the General Terms and Conditions for specific contracts applicable to entities providing European Electronic Toll Services were also updated.

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

- Infrastructure charges will be raised by the inflation rate (3.4%) on January 1, 2025.
- External-cost charges remain unchanged.
- Based on the above mentioned two components, toll revenues will increase by 2.5% on average.
- The validity period of route tickets will be reduced to 2 hours on February 1, 2025, which may increase the number of OBU users.

### **5.11.6 Other Issues and Developments**

We have started to work on the technological renewal of our central system (HU-GO), which will be in the focus in 2025.

## 5.12 RDW / Netherlands

### 5.12.1 EP/SP in Operation for e-TOL

The following SPs have signed the EETS-agreement with the Toll Charger for the e-TOL scheme (ANPR only, tollcharger dominant, A24) and are accredited. Their status is as follows:

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

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

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

N/A

### 5.12.3 Legal and contractual status

Information on changes regarding:

- Implementation of EETS Directive 2019/520/EU
  - Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling)
    - The Legal Act to change the HGVC Law (Mainly for implementation of the new CO<sub>2</sub> based tolling) is now in process. Questions from Parliament are now being answered by The Ministry Of Infrastructure and Watermanagement. The draft Legal Act and procedures can be found here: [Wijziging Wet vrachtwagenheffing i.v.m. implementatie van de herziene Europese tolheffingsregels | Overheid.nl | Wetgevingskalender](#)
  - The EETS Domain Statements can be found here:
    - EDS e-TOL: [Information for \(E\)ETS providers](#)
    - ED HGVC: [Information for EETS providers | Heavy goods vehicle charge | Vrachtwagenheffing.nl](#)
  - Update on EUCARIS
- N/A

#### 5.12.4 Outlook for the next 12 Months

- e-TOL: N/A

HGVC: Expected developments for the next 12 months:

- Roadmap towards first accreditation: RDW is in close contact with EETS SPs and currently in the process of reviewing the first documents of EETS SPs in order to start the first (DSRC-)tests on the RDW-testtrack in The Netherlands in April 2025. Foreseen is that:
  - Signing of the EETS-agreement with EETS SPs can take place before the summer of 2025.
  - The interested EETS SPs will be accredited timely before go-live. Go-live is foreseen in the midst of 2026.
- Expected / planned number of SPs: 7 (6 EETS SPs and one MSP, which is Triangle)
- Relevant changes in toll domain: see above regarding to CO2

#### 5.12.5 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
Telepass S.p.A.	in accreditation (EETS Contract signed & executed as of 4 <sup>th</sup> October 2024)	

### 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 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 signing in progress,
  - Axxès – 1<sup>st</sup> phase in progress.
- Planned re-certifications
  - ITIS holding a.s. (ITIS) – new OBE - by end of Q1/2025
- 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 revaluation 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

### 5.14.1 Name of National Provider/Issuer OBUs

National Tolling Service (VIA-T) is provided by the following Issuers:

<b>VIA-T Providers (OBU Issuers)</b>	
<b>Operating in Spain on December 31<sup>st</sup> 2024</b>	
BIP&DRIVE	ARQUIA CAJA DE ARQUITECTOS (Bank)
SOLRED	OPEN BANK
RESSA	VITAL KUTXA (Bank)
BBVA (Bank)	CAJA DEL MEDITERRANEO (Bank)
BANCO SABADELL (Bank)	FIBANC (Bank)
VERRAMOBILITY	BANCAJA (Bank)
BANCO SANTANDER (Bank)	CAJA AHORROS DE LA RIOJA (Bank)
SERVISA (Agreement RESSA)	BANCO DE GALICIA (Bank)
DKV (Agreement RESSA)	NOVAGALICIA BANCO (Bank)
ABANCA (Bank)	BANKOA (Bank)
BANCO POPULAR (Bank)	BANCO GALLEGO (Bank)
BANKIA (Bank)	BMN (Bank)
LABORAL KUTXA (Bank)	CAJA AHORROS DE SEGOVIA (Bank)
KUTXABANK (Bank)	CAIXA SABADELL (Bank)
BANCO COOPERATIVO (Bank)	CAJA SUR (Bank)
CAIXANOVA (Bank)	BANCO CAMINOS (Bank)
IBERCAJA (Bank)	BANCO GUIPUZCOANO (Bank)
RACC (Agreement RESSA)	IPAR KUTXA (Bank)
FIRST DATA / H24	CAIXA LAIETANA (Bank)



BANKINTER (Bank)	CAIXA DE TARRAGONA (Bank)
ALTAE BANCO (Bank)	BANCO DE ANDALUCIA (Bank)
CEPSA STAR	BANCO DE CASTILLA (Bank)
BANESTO (Bank)	BANCO DE VASCONIA (Bank)
CAJA ASTURIAS (Bank)	
CAJAMAR (Bank)	CAJA DUERO (Bank)
CAJA AHORROS GUIPUZCOA (Bank)	CAIXA PENEDES (Bank)
CAJA ESPAÑA (Bank)	CAJA CASTILLA LA MANCHA
UNICAJA (Bank)	BANCO PASTOR (Bank)
CAJA INGENIEROS (Bank)	CAIXA DE TERRASSA (Bank)

Source: SEOPAN (Internal Report on VIA-T usage)

Since the start of the Spanish **VIA-T** I/O ETC service implementation, OBUs have been provided by Banks and Saving Banks. Other national companies joined the VIA-T ETC service (BIP&DRIVE, RESSA, VERRAMOBILITY, SOLRED, H24, etc.)

### 5.14.2 EP/SP in Operation

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

<b>Name of EP/SP</b>	<b>Status</b> (in accreditation / in operation)	<b>Start of full operation</b> (if applicable)
VERRAMOBILITY	In Operation	
TOLLTICKETS	In operation	
VIA VERDE Portugal	In operation (several domains)	
TELEPASS	In accreditation	N/A
BROBIZZ	In accreditation	N/A

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

<b>MODELO/MODEL</b>	<b>FABRICANTE/MANUFACTURER</b>
TS3203/10A y TS3203/11A	Kapsch TrafficCom AB
TS3203/10B	
TS3203-10D	
TS3031-B	

TS3290/00A	
TRP-4010	
TRP-4010-20B/21B/30B/31B (25 <sup>th</sup> July 2018)	
TS3290/00B (27 <sup>th</sup> June 2018)	
5310-00A (31st January 2019)	
TRP-4030-01A (22 <sup>nd</sup> April 2019)	
5310 -22A (27 <sup>th</sup> February 2023)	
TS3204/02A	Combitech
MD5884	Q-Free ASA
MD5883	
OBU610	
OBU615	
TG440	Thales
Smarttoll	Telvent
ETOLLK1TL	Telepass
EEco TS01	Autostrade per l'Italia
EEco TS02	
TLPDM02	
TLPDM03	
TLPDM03-HE	
ETOLL2ST	
TLPV5 y TLPV5-HE (2 <sup>nd</sup> December 2019)	Autostrade per l'Italia
TLPV5.1 (3 <sup>rd</sup> Abril 2023)	Movyon

<p>Sittraffic Sensus Unit C3077 (June 2013)          (version 2.0.2 7th November 2018)          (versión 3.0.4 11th July 2019)          (versión 3.0.5 6th November 2019)          (versión 3.0.8 4th February 2021)          (version 3.1.3 &amp; 3.1.4. 13/05/2022)          (version 3.1.7 14/03/2023)          (Version 3.2.1 14/09/2023)</p> <p>Sittraffic Sensus C3081          (version 3.1.3 &amp; 3.1.4. 13/05/2022)          (version 3.1.4 to 3.1.8 14/03/2023)          (version 3.2.2 14/09/2023)</p>	<p>Siemens</p>
<p>VTR850-B &amp; VTR850-R</p> <hr/> <p>VTR850-B &amp; VTR850-R          Characterized by an Equipment Class value in HEX          format: 0xXX12) (25th October 2018)          (FW v2.19.2 19th August 2019)          (Version 2.19.4 19th October 2019)          VTR850-T (2.28.0 and v2.28.1) 27 July 2023          VTR850-T (2.31.0) Sept 2024</p>	<p>NORBIT ITS AS</p>
<p>SSU C3080 T4E          HW Version: C97158-C3080          SW Version: 4.0          SW Version: 4.1          (5th February 2019)          SW Version: GoMa 4.2          (26th June 2019)          4.7.2 (27 April 2023) T4E          4.8 (27 April 2023) T4E          SW Version: GoMa 4.8.1          (28th February 2024)          VTP-1425 GM 4.9          (3 September 2024)</p>	<p>TOLL 4 EUROPE GmbH</p>

G5000 (30th March 2020)	G.E.A. Grenobloise d'Electronique et d'Automatismes
Billien OBE 5050	TollNet

#### 5.14.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU

**In Spain the Directive (EU) 2019/520 has been implemented in two laws:**

- a) **Royal Decree 183/2022 of 08/03/2022** lays down the rules to give effect in Spain to the issues of vehicle classification, obligations of EETS users and requirements related to interoperability constituents:
- Its purpose is to **ensure the interoperability of electronic toll systems** with those of other European Union member states.
  - The interoperability goal will be achieved through EETS, which will be additional to national electronic toll services.

#### General Principles

- Unitary implementation on all Spanish roads using electronic toll collection with no distinction between national and regional roads.
- It only affects the method of toll collection and not the setting of tariffs, so it must be compatible with any pricing system.
- It must ensure the application of the GDPR.
- It must be based on standards and a system open to all manufacturers and suppliers and therefore cannot be discriminatory.
- The remuneration to be paid by a **toll charger** to an EETS provider must be transparent, non-discriminatory and equal for all accredited EETS providers, and the toll charger must publish the method of calculation of the remuneration in the EETS domain statement.
- In case of discrepancy in category between that identified by the toll charger and the EETS provider, the toll charger's shall prevail.
  - The size and frequency of OBE blacklists shall be agreed between EETS providers and toll chargers.
  - The Ministry of Transport, Mobility and Sustainable Mobility (MITMS) is responsible for the EETS provider register and has to designate the single contact office for toll chargers and EETS providers. The office and the register reporting to the MITMS are the only ones for the whole of Spain and include both national and regional levels.

- Systems based on satellite positioning, mobile communications and 5.8 GHZ microwave are accepted as valid.
- Establishment by MITMS of a body for mediation between toll chargers and EETS providers.

**b) Amendment of the Traffic, Motor Vehicles and Road Safety Act enacted in Royal Decree 6/2015, new recast text of Act 18/2021 of 20/12/2021, which includes exchange of information on the failure to pay road fees.**

**General principles**

- The failure to pay tolls was introduced in this amendment as an offence.
- The Central Traffic Headquarters, (DGT) shall make available the data on vehicles registered in Spain, (together with data on their owners, usual drivers or long-term lessees), to the national contact points of the other Member States.
- The DGT will grant access to domestic toll chargers to the national car owners database.
  - The data may only be used for the purpose of toll recovery.
  - Payment shall terminate the toll recovery procedure.
  - The transfer of this information to domestic toll chargers has a cost. For cross-border interchanges it has no cost through Eucaris.
- Currently, we are working with DGT to automatize the information exchanges.
- Implementation of Eurovignette Directive 2022/362/EU (including CO<sub>2</sub> based tolling)  
The Directive has not been transposed yet.  
It is foreseen its application will not affect tolling tariff structures of existing toll schemes since they are not subject to substantial contract modifications
- Update on EETS Domain Statements and tolling regulations  
No changes.
- Update on EUCARIS  
No changes

### 5.14.5 Outlook for the next 12 Months

- Expected accreditations: Continental
- Planned re-certifications: None
- Relevant changes in toll domain: No changes
- All toll domains already operate with EP/SP

## 5.14.6 Other Issues and Developments

N/A

## 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 approx. 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	1 <sup>st</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.

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

### 5.15.4 Legal and contractual status, Storebælt

- 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.
- 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:

- Only one additional EETS provider is expected to be accredited during 2025.
- Storebælt will start preparing for introduction of the new version of 12855 in corporation within EasyGo

### 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
SkytteIPASS 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 on 1 June 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**

No changes since the last Progress Report.



## 6 EETS Provider and 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.

<b>Manufacturer</b>	<b>Type</b>
Kapsch	3290/00A
Kapsch	3290/00B
Kapsch	5310/00A
Kapsch	4010/20B and older generations

### 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 new Continental OBU5+ and VDO Link for tolling.

### 6.1.1.5 Other Issues and Developments

Axxès has launched a new “Mediterranean offer” (France, Spain, Portugal, Italia) for light commercial vehicles as a complementary offer to its HGV offer.

## 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

<b>Name of Company</b>	<b>Status: EETS Provider or Service Provider</b>	<b>Registered as EP since (if applicable), country of registration</b>
DKV EURO SERVICE GmbH & Co. KG	EETS Provider	26.05.2021, Germany

### 6.1.3.2 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	
Denmark	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
Premid TS3203	Kapsch	distribution stopped
TRP4010	Kapsch	
4021-01K	Kapsch	distribution stopped
OBU4040	Kapsch	
TG4400	GEA	distribution stopped
VTR850B	Norbit	
Sitraffic Sensus Unit C3080 T4E	Siemens	

#### 6.1.3.4 Outlook for the next 12 Months

- Expected accreditations:
  - Czech Republic in Q2/Q3 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 Øresundsbro Konsortiet/ØresundPAY

#### 6.1.4.1 Provider status

Name of Company	Status: EETS Provider or Service Provider	Registered as EP since (if applicable), country of registration
[Øresundsbro Konsortiet/ØresundPAY]	EETS Provider	[2020-08-26], [Sweden]

#### 6.1.4.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Øresundsbron	direct	Sweden
Storebæltsbroen	direct	Denmark
The Danish Kilometer Tolling Scheme	direct	Denmark

AutoPASS	direct	Norway (5 Regional TC and 6 ferry companies)
Asfinag	direct	Austria

### 6.1.4.3 OBUs in Operation

Norbit VTR850-B

Q-free OBU615

Kapsch TRP-4010-00A

Kapsch OBU-4040-00A

Kapsch OBU-5310-22A

### 6.1.4.4 Outlook for the next 12 Months

N/A

### 6.1.4.5 Other Issues and Developments

N/A

## 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: EETS Provider or Service Provider	Registered as EP since (if applicable), 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	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 (if applicable), 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
  - Netherlands (start of certification)
- 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 (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)
Liefkenshoektunnel	direct	
Storebæltsforbindelsen	direct	
Øresundsbro Consortium	direct	
Croatia	direct	New coverage set in 2024

### 6.1.10.3 OBUs in Operation

UnipolTech has about 2M OBUs in operation in Italy (January 2025).

### 6.1.10.4 Outlook for the next 12 Months

We are completing the SET coverage in Italy with the remaining concessionaires as they transition to the SET standard, which will be operational in 2025.

Meanwhile, we are also working to further expand into additional countries in Eastern and Western Europe, developing new collaborations and securing direct contracts with toll providers.

### 6.1.10.5 Other Issues and Developments

Near future cooperations with European MSP are foreseen.

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

No changes since the last Progress Report.

## 6.2 Service Provider

### 6.2.1 EUROTOLL sas

#### 6.2.1.1 Provider status

Name of Company	Status: EETS Provider or Service Provider
EUROTOLL	Service Provider

#### 6.2.1.2 Toll Domain Coverage

Toll Domain (with an OBU)	Contract type (direct with TC / through partners)	Additional comments (if relevant)
AT	Partner	
BE	Partner	
BG	Partner	
CH	Partner	
DE	Partner	
DK	Partner	Starting from 1/1/2025 + bridges
ES	Partner	
FR	Partner	
HR	Partner	
HU	Partner	
IT	Partner	
NO	Partner	
PL	Partner	
PT	Partner	
SE	Partner	Bridges
SI	Partner	
SK	Partner	

#### 6.2.1.3 OBUs in Operation

- Lumesia FRA, IBE, ITA, MED      DSRC      Eurotoll France, Telepass
- Lumesia SAT, 1                      SAT              Telepass

#### 6.2.1.4 Outlook for the next 12 Months

- expected accreditations: CZ
- planned re-certifications: NA
- relevant changes: NA

#### 6.2.1.5 Other Issues and Developments

NA