

EETS Facilitation Platform

25th Progress Report

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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 (<http://www.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 01.01.2026 – 30.06.2026 and provides an overview of:

- Activities within the EFP (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, 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 Denmark, and the contribution has been prepared by Sund & Bælt.

2 EETS Facilitation Platform

2.1 Members of the EFP: Status

The basis of the cooperation within EFP is a Memorandum of Understanding. As of 30.06.2026, the MoU (Version 2.0) has been signed by 49 Toll Chargers, Member States, EETS Providers, Service Providers or Associations.

The following organisations are members of the EFP:

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 Innovation, Mobilität und Infrastruktur (BMIMI)	Austria	Member State
Bundesministerium für Verkehr (BMV)	Germany	Member State
Ministère de la Transition écologique et de la cohésion des territoires	France	Member State
Ministerio de Transportes y Movilidad Sostenible of the Kingdom of Spain (MITMS)	Spain	Member State
Ministero delle infrastrutture e dei trasporti of the Republic of Italy (MIT)	Italy	Member State
Ministerstwo Infrastruktury of the Republic of Poland	Poland	Member State
Ministry of Infrastructure and Water Management of the Netherlands	Netherlands	Member State
Transportministeriet	Denmark	Member State
AISCAT - Associazione Italiana Società Concessionarie Autostrade e Trafori	Italy	TC
APCAP - Associação Portuguesa das Sociedades Concessionárias de Auto-Estradas ou Pontes com Portagen	Portugal	TC

ASFA - Association professionnelle des Sociétés Françaises concessionnaires ou exploitantes d'Autoroutes et d'ouvrages routiers	France	TC
ASFINAG - Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	Austria	TC
BALM - Bundesamt für Logistik und Mobilität (Federal Office for Logistics and Mobility)	Germany	TC
BAZG - Bundesamt für Zoll und Grenzsicherheit (Federal Office for Customs and Border Security)	Switzerland	TC
DARS - Družba za avtoceste v Republiki Sloveniji	Slovenia	TC
HELLASTRON - ΕΛΛΗΝΙΚΕΣ ΥΠΟΔΟΜΕΣ και ΟΔΟΙ ΜΕ ΔΙΟΔΙΑ, known also as Hellenic Association of Toll Road Network	Greece	TC
KAS - Krajowa Administracja Skarbowa	Poland	TC
NDS - Narodna diaľnicna spoločnosť	Slovakia	TC
NÚSZ Zrt. - Nemzeti Útdíjfizetési Szolgáltató Zrt.	Hungary	TC
Øresundsbron	Sweden	TC
RDW - Dienst Wegverkeer	Netherlands	TC
ŘSD - Ředitelství silnic a dálnic s. p.	Czech Republic	TC
SEOPAN - Asociación de Empresas Constructoras y Concesionarias de Infraestructuras	Spain	TC
Sund & Bælt Holding A/S	Denmark	TC
AB Via Lietuva	Lithuania	TC
Viapass	Belgium	TC
Axxès SAS	France	EP
BroBizz A/S	Denmark	EP
DKV Euro Service GmbH + Co. KG	Germany	EP
ØresundPAY - Øresundsbro Konsortiet	Sweden	EP
Verra Mobility - Pagatelia	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
Eurowag - W.A.G. Payment Solutions a.s.	Czech Republic	EP
E100 International Trade Sp. z o.o	Poland	SP
Egis Easytrip Services SA	France	SP
euroShell Deutschland GmbH & Co. KG	Germany	SP
Eurotoll SAS	France	SP
maut1 GmbH	Germany	SP
MS Europe B.V.	Netherlands	SP
Satellic NV	Belgium	SP
Trafineo GmbH & Co KG	Germany	SP
UTA - Union Tank Eckstein GmbH & Co. KG	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:

- Preparation of Steering Group Meeting (online, February 2026)
- Preparing for the Working Group meetings in Brussels (BE, April 2026) and Rome (IT, November 2026)
- Membership topics
- Communication strategy for news articles
- Organisational topics

2.3 EFP Steering Group Meeting

The EFP Steering Group Meeting was held on 18 February 2026 via an online meeting. Major topics covered by the meeting were:

- Update from the EFP Secretariat
- Update on European topics
- Decision points
- Planned activities in 2026
- Update from EFP Members on EETS

2.4 EFP Working Group Meeting in Brussels

On 1.4.2026 and 2.4.2026, the EFP held a Working Group Meeting in Brussels. Two topics particularly shaped the meeting:

- 10 years celebration of EFP as well as 10 years of tolling in Belgium
- Discussion topics for a potential revision of the EETS Directive

In addition, the meeting was filled with updates from participating Toll Chargers and EETS Providers.

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. Especially the very constructive discussion around the EETS Directive was recognized as one of the highlights of the two-day meeting, which might have a follow-up during the next meeting. The next Working Group meeting is scheduled for 3.11.2026 – 4.11.2026 in Rome (IT).

2.5 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 core feature of the website is a comprehensive collection of links to EETS-relevant documents (EETS Register, EETS Domain Statement, Conciliation Body) for each member country. 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 work together to maintain the EETS Info Platform website with updates received from the EFP Members.

3 EETS Developments and Outlook

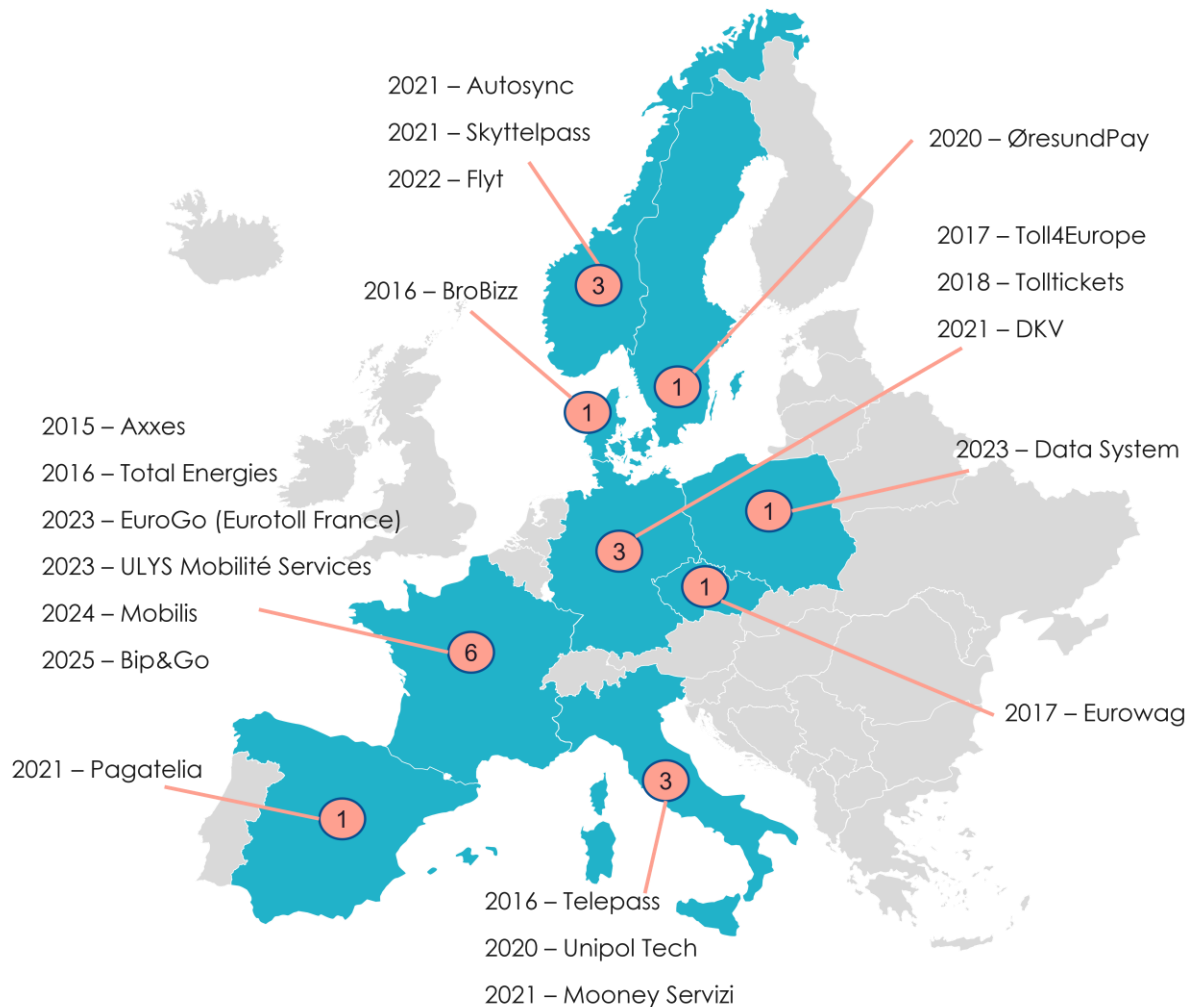
3.1 EETS Providers

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

- Autosync
- Axxès
- Bip&Go
- BroBizz
- Data System
- DKV Euroservice
- EuroGo (Eurotoll France)
- Flyt
- Mobilis
- Mooney Servizi
- Øresundsbros 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

New EETS Domains

After years of preparation, the Netherlands started operation with their HGVC nationwide tolling system for trucks on 01.07.2026. This is a major extension of the EETS market in Europe with estimated yearly toll revenues of about 1 billion EUR for the new toll domain. A part of the market is served by the national service provider Nedlinq, but a substantial part will be served by EETS Providers. The introduction will certainly have positive ripple effects on the EETS market in the neighbouring countries as well. Viapass reported an increase in the EETS market share of 4% in Belgium in the last 6 months, and the assumption is that a major part is due to the new tolling system in the Netherlands. It is likely that also transport companies focused on services between Germany and the Netherlands would change from the German national service provider to EETS Providers. This effect is more difficult to quantify due to the large size of the German market.

The contrasts between the Dutch tolling system and the other currently ongoing tolling system implementations are huge. Each of the tolling systems for the Region Alsace, the Region Grand Est and Lithuania are small measured in expected tolling revenues compared to the Netherlands. Nevertheless, each of the toll domains represents an important part of the European road transport network, and EETS services are required.

The other main contrast to the Netherlands is the project duration for implementation. Region Alsace has a reasonable project duration, Region Grand Est has a shorter project duration and Lithuania has a very short project duration. It is even highly uncertain whether any EETS Providers will be in a position to integrate with the Lithuanian toll charger and be ready for operation until the tolling system is planned to go live.

Romania also has a project ongoing for implementing a new tolling system. The latest available information indicates a go-live on 01.10.2026 and adding EETS next year. The Member States have through the EETS Directive the obligation to include EETS as part of any new tolling systems which are introduced. It is a question how the European Commission plans to handle the cases where EETS is not introduced as an integral part of the new tolling systems:

- In Romania, where no specification or processes for EETS are known 3 months before the planned go-live?
- In Lithuania, where EETS is foreseen, but it might not be viable within the available timeframes to implement it before go-live?

EETS Provider market

The restructuring in the EETS Provider market continues, although it is not always clear what the changes mean in practice. On 08.07.2026 DKV announced buying a majority stake in Tolltickets, the EETS Provider formerly 100% owned by Kapsch TrafficCom. Since several years DKV holds a minority stake in Toll4Europe, and DKV is also directly registered as an EETS Provider themselves.

The Portuguese Brisa Group, who also controls Via Verde, acquired Axxès late in 2025. It is not visible externally how the companies work together to expand the business, but the deal was announced by Brisa as “an important step in the execution of our strategic plan”. Via Verde has multiple roles within tolling:

- Hub for the Portuguese Toll Chargers when EETS Providers want to offer EETS services in Portugal. The EETS Providers must sign a contract with Via Verde instead of the individual Toll Chargers.
- National Service Provider in Portugal issuing OBUs and contracts.
- Offering interoperable services for Spain to their customers.

This mix of responsibilities is unique in Europe and differs from the standard role model for EETS. In order to avoid any possible distortion of competition it would be important to have transparency on how the group offers interoperable tolling services in the EETS market, independent from the other responsibilities and services.

Out of the 20 registered EETS Providers listed in chapter 3.1 above, there are only approximately 6 EETS Providers which seem to follow a strategy of a broad offering of EETS services for a high number of toll domains across Europe. The other EETS Providers have a regional focus, or they offer EETS mainly for light vehicles.

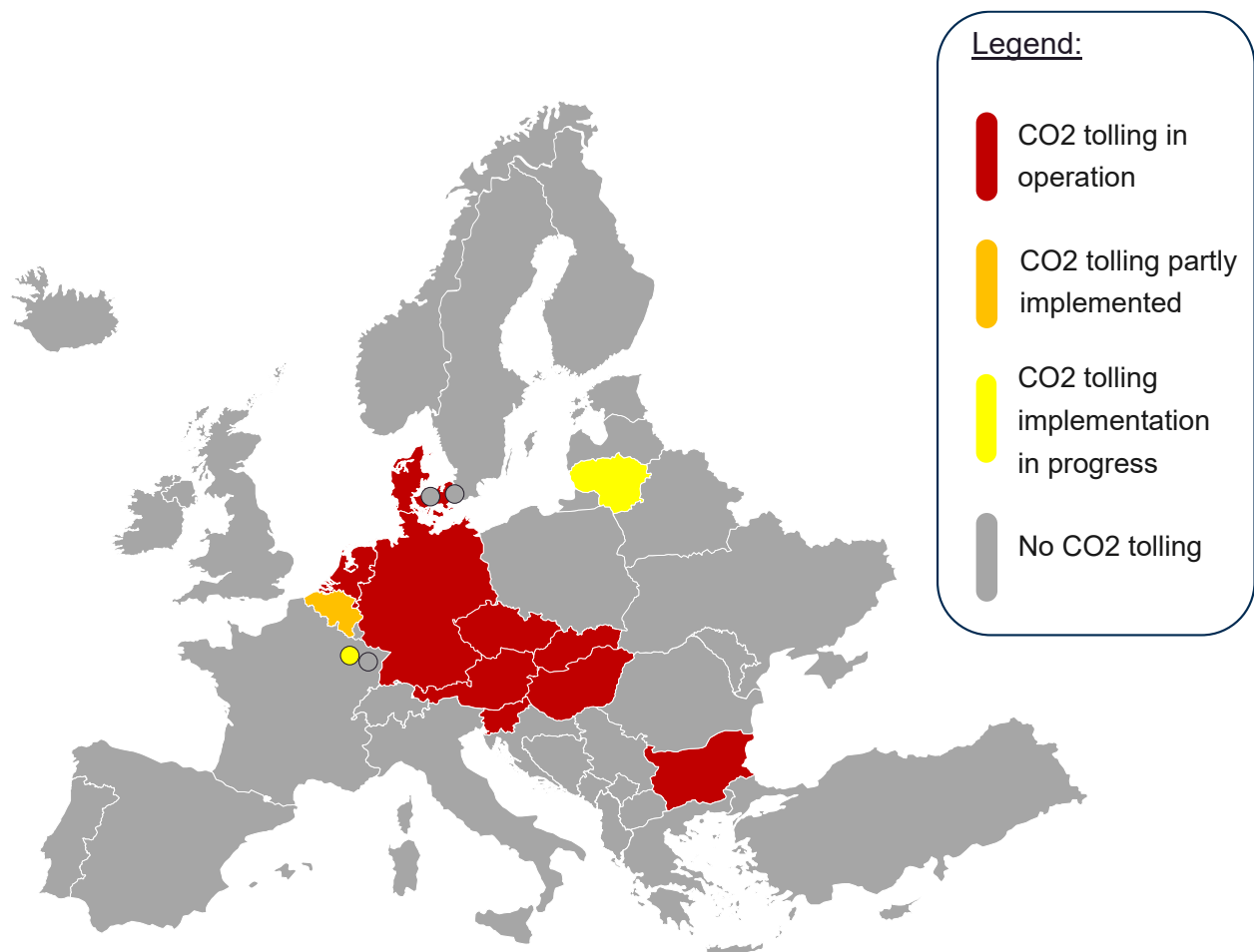
The EETS market will certainly see further deals in the near future, either companies withdrawing from the market or mergers and acquisitions creating larger units.

CO2 based tolling

The regulations from the Eurovignette Directive – and the underlying referenced Directives - for tolling based on CO2 emission classes for certain categories of trucks have been implemented in several toll domains. Even though the suggestions for adding CO2 tolling for trailers have been rejected for the time being, the topic will be on the agenda again later. The complexity of the CO2 based tolling is very high both for Toll Chargers and EETS Providers, and unfortunately it is also complex for the road users. Even after the initial implementation of CO2 tolling is completed, the

complexity remains for Toll Chargers and EETS Providers in maintaining and operating the solution.

It is widely accepted that lower toll rates for vehicles with low emissions will motivate road users to buy cleaner vehicles, but couldn't this effect have been achieved with a few simple rules? Is it still possible to replace the complex rules for CO2 based tolling with a new set of regulations which are exclusively used for tolling, independent of all the other purposes behind the current rules? The following map shows the status of CO2 tolling in Europe, based on the information known.



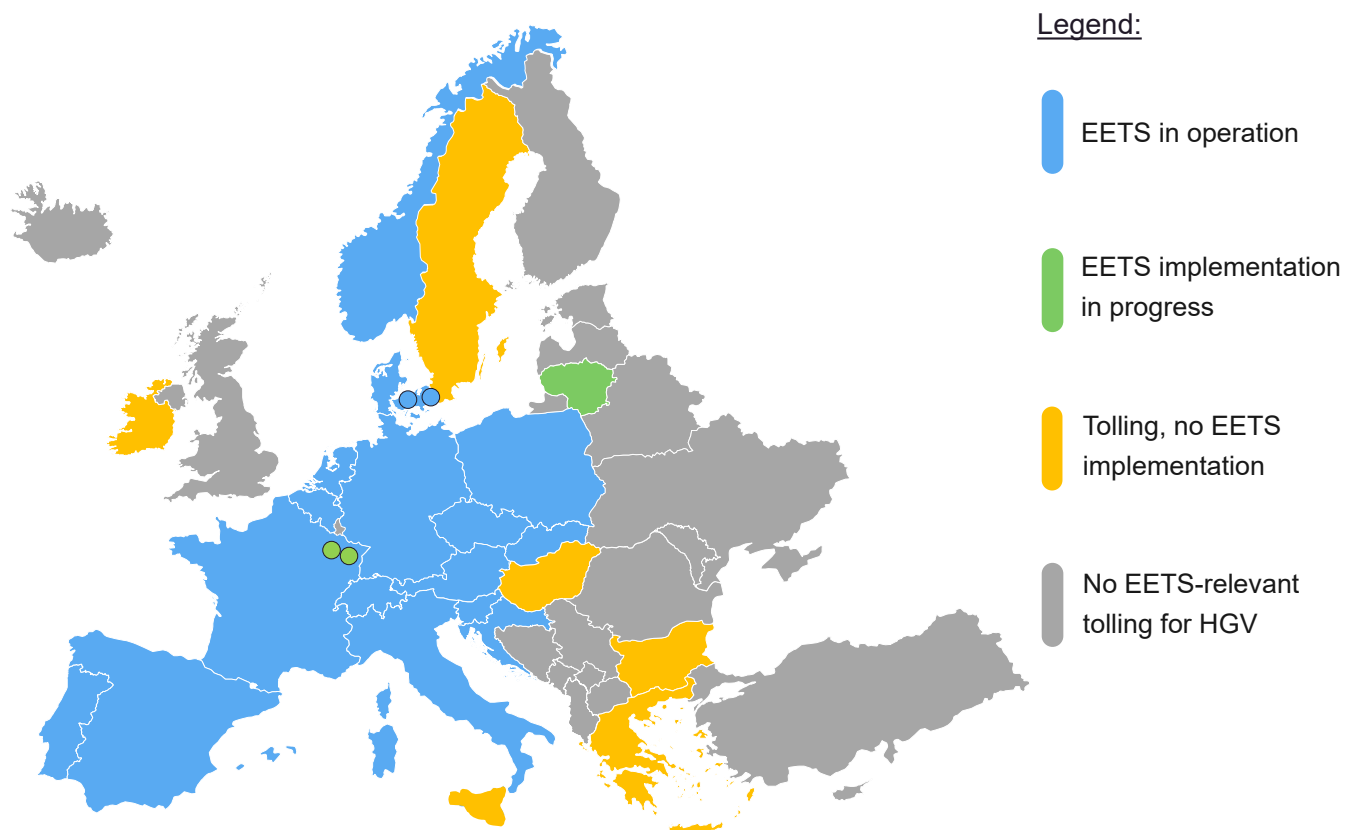
Remarks to the map:

- For clarity, the categorization “CO2 tolling in operations” does not imply any assessment of the complete and correct transposition of the Eurovignette Directive regarding CO2 tolling. It only means that the valid toll tariffs are based on CO2 emission classes.
- In Belgium CO2 tolling is implemented in the region Flanders. In the regions Vallonia and Brussels the legislative work is not yet completed.
- The ongoing implementation of new tolling systems in region Grand Est and in Lithuania foresees CO2 tolling from start of operations.

- In Poland the legislative work for CO2 tolling is ongoing.
- “No CO2 tolling” means either that the toll domains are exempted from the obligation to implement CO2 tolling, or the task is still open.

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 / Skuru / 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”.
- Lithuania is the only nationwide tolling scheme where EETS implementation is in progress, since the Netherlands started operations as of 01.07.2026.
- In France the regions Alsace and Grand Est have also started the implementation of their tolling schemes, including EETS. They are illustrated with dots in “green”.

4 Country Report Denmark

4.1 Tolling in Denmark – overview of history and development

Denmark has traditionally relied on a limited number of tolling facilities rather than a nationwide road charging scheme. This changed fundamentally with the introduction of the Danish distance-based road charging system, KmToll, which entered into operation on 1 January 2025. Denmark now combines two different tolling models: infrastructure-specific tolling for major fixed links and nationwide kilometre-based charging for heavy goods vehicles. The Danish tolling framework is managed primarily by Sund & Bælt Holding A/S, which operates the KmToll scheme and the Storebælt fixed link.

The Øresund Bridge is operated separately through the Øresund Consortium and forms an important cross-border tolling connection between Denmark and Sweden.

Development of tolls in Denmark

Prior to 1793, there was no nationwide road charging system in Denmark. However, travellers could be charged fees at bridges, ferries, city gates and special crossing points. The revenues typically went to the Crown, local authorities or private owners. The first real Danish road law from 1793, resulted in a shift from local and unsystematic roads to a state organised road administration. The State became responsible for construction and maintenance of main roads where road projects were financed through tolls and other charges. Based on this, the Danish road network developed to a coherent national road network between the regions and became an important step towards the modern Danish road network as we know it today. The toll systems were gradually abolished, and the last toll collection point, north of Copenhagen, was closed in 1915, when tolls were replaced by taxes on motor vehicles.

With one exception, toll to finance roads was not employed for 83 years. The Limfjord Bridge between Aalborg and Nørresundby was opened in 1933 as a toll bridge but this lasted only until 1935, after which the bridge became free to use. This was a result of the opening in 1935 of Little Belt Bridge between Fyn and Jutland which was decided to be financed with an add on to the petrol tax (0.1 Eurocent per liter).

4.2 The Great Belt Bridge – Denmark’s DSRC and ANPR barrier-based toll domain

The Great Belt Bridge

A fixed link across Storebælt has been under consideration since 1855 (as a railroad tunnel) and many projects have been evaluated since until a bridge finally was decided upon in 1973. This was halted in 1978 due to the financial situation stemming from the oil crisis. There was however still a large interest in Denmark to establish the bridge. To get the project approved it was decided to finance it by road toll from users and a contribution from the National railroad company.

The project was given by law to the state-owned limited company A/S Storebæltsforbindelsen established 23 January 1987 and initiated by the Danish Parliament through the Construction Act for the Great Belt Fixed Link, in June 1987. The 18 km long fixed link across Storebælt connects the islands of Funen and Zealand comprises the two bridges and a tunnel. A/S Storebælt owns the Storebælt link (the Great Belt Bridge), road and railway and is responsible for the technical operations and maintenance of the road link and the maintenance of the rail link. A/S Storebæltsforbindelsen have raised loans in Danish and international capital markets to fund the construction costs.

The railway opened in 1997 and the motorway across Storebælt opened in 1998. 1998 was the starting point for road tolling in Denmark in recent times.

The tariffs are politically decided and regulated once per year. The tariff is a fee with VAT included. The level in 2026 prices varies from passenger car EUR 30 to a large truck EUR 200.

The Toll Plaza at A/S Storebælt is a barrier-based toll station with automatic tolling but also allowing for card and cash payment. The toll station located at Halsskov has 12 lanes in the westerly direction and 10 in the easterly direction (manned or unmanned, depending on the volume of traffic).

Technology used for automatic tolling includes:

- DSRC 5.8 GHz EN15509 between OBE and roadside equipment.
- ANPR is used for automatic payment primarily for non-frequent users.

With the opening in the year 2000 of the Øresund Bridge between Denmark and Sweden, initiatives commenced to ensure that users could pay with the same OBE. Based on the EU directive from 2004, Denmark, Norway and Sweden decided to ensure that all OBE issued in the three countries could be used in all Toll Plazas in Scandinavia. This resulted in EasyGo in 2007, based on the same interfaces for all Toll Charger and Service providers. This has later been extended with Austria and Slovenia. Today 13 EETS providers are connected to the EasyGo system where they yearly exchange more than 500 Mio. Transactions with Toll Chargers. EasyGo is now preparing the next generation of data exchange in line with relevant standards, while maintaining the principle that all toll chargers use the same data format.

Since the introduction of KmToll on 1 January 2025, A/S Storebælt is no longer the only Toll Charger under EETS in Denmark. The EETS providers active in KmToll will find the new EasyGo specification familiar, as both are based on ISO 12855.

4.3 KmToll – Denmark’s National Distance-Based Road Charging Scheme

On 1 January 2025, Denmark introduced KmToll, a nationwide distance-based road tolling scheme for heavy goods vehicles. KmToll is a statutory road tax established by Danish law. The tax is levied by the Danish State, while Sund & Bælt Holding A/S is responsible for the operation, administration and technical management of the scheme on behalf of the Danish authorities. The scheme replaced the former Eurovignette system and introduced distance-based charging based on actual use of the road infrastructure.

Scope of the scheme

The scheme is operated by Sund & Bælt Holding A/S and currently covers approximately 10,900 km of roads, including the state road network, selected municipal roads and roads located within Low Emission Zones. The current toll domain entered into operation on 1 January 2025.

KmToll currently applies to heavy goods vehicles with a technically permissible maximum laden mass of 12 tonnes or more. Charges are calculated based on the distance travelled on tolled roads and differentiated according to weight and Co2 Class and driving inside or outside of Low Emission Zones.

The scheme is expected to expand from 2027 to include vehicles above 3.5 tonnes, significantly increasing the number of vehicles subject to road charging in Denmark.

Technology and system architecture

KmToll is based on GNSS positioning, mobile communications and central toll processing. The on-board equipment (OBE) records and transmits GNSS toll declarations to the central tolling system. Toll-liable distance is calculated centrally in the KmToll Central Back Office through map-matching against the digital toll road network. This ensures a single and consistent basis for toll calculation across all charging channels.

The scheme operates without toll plazas, barriers or stopping points and is therefore a fully digital free-flow charging system, enabling road charging across a large network without dedicated road-side toll collection infrastructure.

Enforcement

Compliance is monitored through a nationwide enforcement framework consisting of fixed control portals and mobile inspections. Data from roadside controls is combined with toll declarations and vehicle registration information to verify compliance and support enforcement procedures.

A notable development during 2026 has been the introduction of differentiated administrative fines under the Danish Road Toll Act. The revised framework allows penalties to better reflect the nature and severity of the infringement and supports a more proportionate enforcement model.

EETS and interoperability

Interoperability has been a precondition since the establishment of the scheme. KmToll was designed based on EETS and a fallback ticket solution, allowing international transport operators to use a single on-board unit and a single contract across multiple European toll domains.

Several EETS Providers are already operational in the Danish toll domain, while additional providers will continue to progress through the accreditation process. All OBE's accredited for KmToll are also accredited for the Storebælt and the Øresund Bridge Toll Domains.

Outlook

The primary focus during the coming years is the planned extension of the scheme to vehicles above 3.5 tonnes. In parallel, Denmark continues to refine technical specifications, operational procedures and enforcement processes based on operational experience from the first years of nationwide operation.

KmToll represents Denmark's first nationwide road charging scheme and forms the central element of the country's future heavy vehicle charging framework.

4.4 From heavy vehicle charging to passenger car road pricing

Following the introduction of KmToll for heavy goods vehicles, Denmark has also examined how road pricing could be applied to passenger cars. The Danish Road Pricing Trial was carried out by the Technical University of Denmark (DTU) and Sund & Bælt on behalf of the Danish Ministry of Transport, with EU NextGenerationEU funding.

The trial builds on the same broader policy development as KmToll: a move from general charges towards more usage-based road charging. While KmToll is an operational scheme for heavy vehicles, the passenger car trial was a test designed to provide evidence for possible future political decisions.

Design and technology

Approximately 2,900 participants took part between November 2023 and July 2025. The trial tested kilometre-based and minute-based pricing models, with rates varying by geography and time of day. Higher charges applied in city zones and during peak hours.

Participants used an app to register trips and calculate charges. The trial showed that an app can work in practice, but also that a future scheme may need several registration options, such as an app, an on-board unit or another in-vehicle device.

Main findings

The results indicate that road pricing can influence driving behaviour and reduce car traffic where charges apply. The largest reductions were observed in central Copenhagen, Aarhus, Odense and Aalborg, while suburban effects were smaller.

Policy relevance

Overall, the trial provides empirical input for future discussions on road pricing in Denmark. It does not point to one specific model, but highlights key issues such as traffic effects, technical choices, user-friendliness, data handling and administration.

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 ¹	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 ¹	Norbit VTR850-B	V.2.19.4
DKV ¹	Yunex C3080 T4E	GoMa 4.9
Axxès ¹	Kapsch TRP 4010-20B	
Axxès	Kapsch TRP 4010-20B	
Axxès	Kapsch 5310-00A	V.4.7.48
Axxès	Yunex C3081 (pilot)	
UnipolTech	Norbit VTR850-B	V.2.26.11

¹ Interoperable national service

UnipolTech	Norbit VTR850-UB	DSRC: v2.32.0 - BLE: version 02.00
UnipolTech ¹	Norbit VTR850-B	V.2.26.11
TollTickets	Kapsch 5310-00A (pilot)	V.01.03.01
TollTickets	Kapsch TRP 4010-20B	
TollTickets	Kapsch 5310-22A (pilot)	V.02.04.00
AS24 Italia ¹	Yunex C3081	V.3.2.4
AS24 Italia ¹	Kapsch TRP 4010-20B (pilot)	

5.1.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU: The EETS Directive 2019/520/EU was transposed in the Italian law by the Legislative Decree (DLGS) nr. 153/2021 (no changes since the last progress report). Referring to the service contract between TC and EP, the Italian motorway sector finalized an updated contractual scheme, preliminarily discussed with the EPs who have signed a contract to provide the service in Italy. The new contractual template, compliant to the Italian Competition Authority provisions (ref. investigation nr. A553), is aimed at updating the communication flows to the provisions of EU Dir. 520/2019 and to the revisions of the technical standard ISO 12855, as well as at meeting the operational requirements to improve the service provided to the users.
- No updates about the Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling)

5.1.5 EETS market development

Considering both heavy goods vehicles and light vehicles, figures of first half of 2026 are comparable to those registered at the end of 2025. Therefore, the EETS service is covering approximately the 15% of total ETC transactions.

5.1.6 Outlook for the next 12 Months

- Ongoing accreditations: The accreditation process for a new service provider within the Interoperable national service is currently underway. Furthermore, VRS (pilot) phase is currently in progress for 2 OBUs with accredited service providers.
- Ongoing re-accreditations: 3 OBE re-accreditation procedures are scheduled for the next months, one of which with the National Service Provider (OBE without GNSS/Mobile network).
- Expected accreditations: 1 new OBU accreditation from EP/SP currently in service

- The transition to the new back-office interfaces (12855:2022) has been planned for two service providers currently in operation.
- Relevant changes in toll domain: No updates since the last progress report. The only changes concern the introduction of toll refunds in the event of delays caused by road-works or traffic blockages.

5.1.7 Other Issues and Developments

- Even for the 2026 the Italian TCs and AISCAT established the organization of bi-monthly meetings with the EPs focusing on the monitoring the ETC services and on the EETS service improvement.
- The work of the AISCAT-AETIS working group, set up by the Ministry of Infrastructure and Transport to address the issue of remuneration for EETS providers, is continuing.

5.2 APCAP / Portugal

5.2.1 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)
Via Verde Portugal	In Operation	n/a
CTT Portugal	In Operation	n/a

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

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

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

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

Additionally, Via Verde, in partnership with an issuer, has successfully expanded its service coverage across the whole of Spain and Andorra, and has also entered the French market. This expansion includes not only toll services but also parking services.

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

5.2.2 List of accredited OBU of EP/SP

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

5.2.3 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU
- Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling)
- Update on EETS Domain Statements and tolling regulations

5.2.4 EETS market development

The adjustments to the DL n°84-C/2022, Portuguese transposition of the interoperability directive, are in force since January 2025.

Revision off the Domain Statements and development of the regulations expected with the transposition of the Directive to National legislation. New Domain Statements from TC in evaluation at National Sector regulator authority (AMT), still pending approval from the regulator. New revision is ongoing to incorporate in the Domain Statement the guidelines published by the EU regarding the remuneration of the EETS providers.

Development of cross border enforcement by facilitation of access to the DMV database (via Eucaris) – still not available, IRN, the national public Entity, started, in the beginning of this year, to make some few inquiries to some operators about contracts amendments and designated users. Currently new protocols were sent to the Operators. Process closure is expected but uncertainty still remains.

Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling) transposed to national law by DL n° 38/2025 at March 2025, but with no impact on current concession contracts.

No CO₂ based tolling initiatives known.

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)).

Approval and or requests for additional clarifications expected from AMT (Public Entity - Regulator).

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

5.2.6 Other Issues and Developments

N/A

5.3 ASFA / France

5.3.1 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)
Axxès	In operation (HGV domains)	02/01/2007
EuroGo	In operation (HGV domains)	15/01/2007
TotalEnergies	In operation (HGV domains)	22/01/2007
DKV	In operation (HGV domains)	10/03/2008
Telepass	In operation (HGV domains)	22/02/2013
UMS	In operation (LV domains)	21/01/2025
Mobilis	In accreditation (LV domains)	Pilot Phase ongoing
EuroGo	In accreditation (LV domains)	Pilot Phase ongoing

5.3.2 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 (including NFC version)
NORBIT ITS AS	VTR 850-B and VTR850-T
Princip	OBU U850
Q-Free	MD 5884
Q-Free	OBU 615
Q-Free	OBU 615-U
Q-Free	OBU 610
SIEMENS	SSU C3080 (OBU-C3080-T4E)
SIEMENS Austria	SSU C3077 (SITRAFFIC SENSUS UNIT)
TELEPASS	ETOLLK1TL
Thalès GEA	TG 4400
TollNet	Billien OBU5050
Yunex	SSU C3081
Aumovio	OBU5+
Aumovio	VDO-Link Tolling Solution

5.3.3 Legal and contractual status

Implementation of EETS Directive 2019/520/EU

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

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

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

- **The Law of 9 March 2023** containing various provisions for adapting to European Union law in the fields of the economy, health, labour, transport and agriculture, transposes some of Eurovignette Directive’s provisions. This law provides for tolls to be modulated according to the carbon dioxide emissions of heavy goods vehicles. It provides for toll exemptions and reductions, under conditions defined by decree.
Tolls are also increased by an external cost charge linked to air pollution caused by traffic.
- A **Decree of 27 December 2023** is intended to specify the conditions of application of the modulation by dividing vehicles into carbon dioxide emission classes in accordance with

the provisions of paragraph 2 of Article 7gbis of Directive (EU) 1999/62. The methods for calculating the financial neutrality of the modulation, as well as the extent to which the toll varies according to the vehicle's carbon dioxide emission class, are specified in the concession agreements.

- An **Order of 9 January 2024** from the Minister responsible for national roads specifies the maximum reference values for external cost charge. These values are set according to the environmental performance of the vehicle, its technical characteristics and the suburban or interurban nature of the road section used. Where a road section has a non-homogeneous suburban or interurban character, the reference value taken into account is that relating to the character of which the length is in the majority and applies indiscriminately to the entire section, as specified in the specifications of the concession agreement. Where a driver is unable to certify the vehicle's emissions class, the maximum charge payable is applied.

Update on EETS Domain Statements and tolling regulations

- Updated toll domain statements have been published by the ART.
<https://www.autorite-transports.fr/les-autoroutes/service-europeen-telepeage/>

5.3.4 EETS market development

tis-pl

LE TÉLÉPÉAGE DES POIDS LOURDS

Electronic toll collection for trucks

196 millions de transactions
million transactions

95 % des transactions
of transactions 

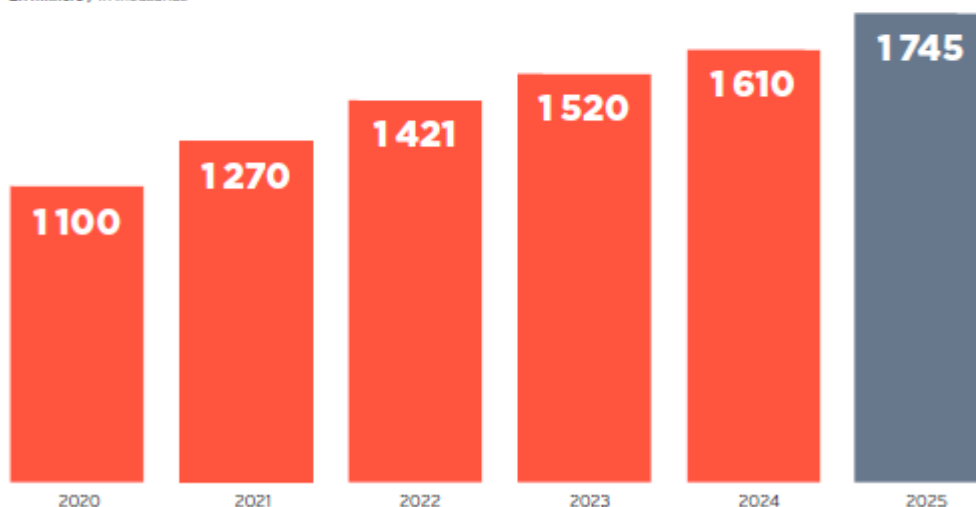
118 transactions par badge/an
transactions per year per tag

P **21** parkings sécurisés
secured parking

ÉVOLUTION DU NOMBRE D'ABONNÉS tis-pl

Evolution of subscribers numbers

En milliers / in thousands



5.3.5 Outlook for the next 12 Months

- The deployment of free flow solutions will continue.
- Framework contract template toll charger – EETS provider: the signature procedure is coming to an end; this contract replaces TIS-PL.
- Accreditations under TIS SET framework:
 - For TIS SET PL: EuroGo, DKV, Telepass, TotalEnergies
 - For TIS SET VL: UMS

- Mobilis to continue pilot phase in order to be accredited for TIS SET VL
 - EuroGo has entered its pilot phase for TIS SET VL.
- Expected accreditations for TIS SET VL:
 - Bip&Go has submitted its application and will start the accreditation phase with all concessionaires
- Planned re-certifications:
 - Estimated number of OBE certifications and re-certifications: 5 -10
- Integration of non EETS toll domains into the perimeter of domains accepting EETS: SMTPC (for TIS SET VL only, HGV being forbidden in the tunnels) and Pont de l'Île de Ré (for both TIS SET PL and VL)

5.3.6 Other Issues and Developments

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

The commissioning of the free flow A69 motorway, between Castres and A680 motorway (Atosca concession), is planned in October 2026.

The future A412 motorway, 15km between Machilly and Thonon-les-Bains, will be operated in free flow by Amedea. It is planned to be in operation in 2029.

For the future A154 motorway, 100km between Rouen and Orléans, Arel has been designed as preferred bidder. Concession contract signature is expected in Fall 2026.

Atosca, Amedea and Arel will be CEN DSRC toll domains for all categories of vehicle.

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
Axxès	In operation	2018
Total/AS24	In operation	2018
Tolltickets	In operation	2019
Eurowag	In operation	2021
Toll4Europe	In operation	2022
ØresundPAY	In operation	2024

5.4.3 List of accredited OBU of EP/SP

In alphabetic order:

Autostrade Tech	TLPDM03-HE	In Operation
Autostrade Tech	ETOLL2ST-1HE	In Operation
Autostrade Tech	TLPV05-HE	In Operation
Kapsch SE	OBU-5310-22A	In Operation
Kapsch SE	OBU-4040-00A	In Operation
Kapsch SE	OBU-4040-10A	In Operation
NORBIT	VTP-1425	In Operation
Princip	OBU U850	In Operation
YUNEX	C3077	In Operation
YUNEX	C3080-T4E	In Operation
YUNEX	C3081	In Operation
YUNEX	C3081+	In Pilot Operation
Telepass	ETOLLK1TL	In Operation

5.4.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU:
 - Directive 2019/520/EU was implemented in Austria on 19th of October 2021.
No change since the last report.
- Implementation of Eurovignette Directive:
 - Directive 2022/362/EU (CO₂ based tolling) was implemented in Austria on 1st of January 2024.
 - Directive 2025/2459/EU (extension of the period in which zero-emission heavy-duty vehicles can benefit from significantly reduced rates of infrastructure): Transposition in national law: 12th of December 2025 (BGBl. I Nr 83/2025)
 - Directive 2022/362/EU (CO₂ based tolling) – Changes, introduced by Regulation (EU) 2024/1610 (notably the 43% target for 2030) and adjustment of the CO₂ emissions set in Commission Implementing Regulation (EU) 2025/2545, with 1st of July 2026.
- EETS Domain Statement and Tolling Regulations:
 - EETS Domain Statement:
Valid Version: V.1.0/2023 from 1st of December 2023
Update of EETS Domain Statement currently ongoing. Publication planned for Q4/2026
 - Tolling Regulations:
Valid Version: V.87 from 1st of January 2026
- EUCARIS:
 - The implementation of the information exchange took place on 9th of December 2021.
No change since the last report.

5.4.5 EETS market development

N/A

5.4.6 Outlook for the next 12 Months

- Expected accreditations (EETS Provider)
 - No new accreditations currently planned (or requested)
- Planned re-certifications (OBE)
 - Estimated number of
 - OBE certifications: 1-2
 - OBE re-certifications: 8-10
- Relevant changes in toll domain
 - New (peer-to-peer) interface – according to EIS (EasyGo Interface Specification):
 - Implementation: Q2/2026
 - Migration of 8 EETS Provider Q3/2026 until Q4/2027

5.4.7 Other Issues and Developments

N/A

5.5 Bundesamt für Logistik und Mobilität / 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
Tolttickets GmbH	In operation	November 2022
Brobizz	In accreditation	

5.5.2 List of accredited OBU of EP/SP

Autostrade Tech, ETOLL2ST-1HEB (Arianna 2)

Yunex C3080

Yunex C3077

Yunex C3081-A10

Yunex C3081-A11

Eurowag/Princip U850

Movyon, ETOLLK1TL (K1 Telepass SAT)

Kapsch 5310_22A

Norbit VTP-1425

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 since 1 July 2024 with an exception for craftsmen.

The current remuneration period ends on 31 December 2027.

5.5.4 EETS market development

The 6 EETS providers accredited for the toll domain BFStrMG now generate over 45% of toll revenue in Germany. Further growth is also expected in the coming months.

5.5.5 Outlook for the next 12 Months

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

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

5.5.6 Other Issues and Developments

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 is mandatory since 1 January 2026. The five EETS providers, who still carried out the detection and tariffing themselves, have successfully migrated their fleet to the MED by end of 2025. Since the beginning of 2026 all EETS providers are using the Toll Detection and Tariffing Service successfully.

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

5.6.1 Name of National Provider/Issuer OBUs

NATRAS (<https://natras.ch/en/about-us/>) is providing the **N**ational **E**lectronic **T**oll **S**ervice (NETS).

5.6.2 /Issuer OBUs

In parallel with NATRAS, the following providers have already passed the NETS accreditation process by mid of 2026 and are approved to provide the national service NETS:

- adnexo GmbH
- EPS Software Engineering AG
- Geoloc SA
- LOSTnFOUND AG
- LOXY International AG
- Mapon AS (CH: mobileObjects GmbH)
- Mobatime AG
- Samsara
- TIS GmbH
- Traceon AG
- Traconiq AG
- Xmatik AG

Further providers are currently undergoing the accreditation process.

5.6.3 EP/SP in Operation

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

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

		15.04.2025 (LSVA III)
T4E	in operation	20.08.2021 (LSVA II) 28.11.2025 (LSVA III)
TotalEnergies Marketing Services (TEMS)	in operation	11.12.2025 (LSVA III)
tolltickets	in accreditation pilot phase for LSVA III suc- cessfully terminated	
Data System	in accreditation	

5.6.4 List of accredited OBU of EP/SP

- Autostrade Tech S.p.A. ETOLL2ST (accreditation will expire on 30 September 2026)
- Siemens Sitraffic Sensus Unit C3080 (accreditation will expire on 30 September 2026)
- BMoov' - KAPSCH 5310, Firmware 4.07.48 (accreditation will expire on 30 June 2026)
- Telepass S.p.A. ETOLLK1TL
- Yunex Sensus C3081
- Princip a.s. U850 in combination with the communication modul U890
- Norbit VTP-1425

5.6.5 Legal and contractual status

- EETS Directive 2019/520 is not implemented in Switzerland.
- Eurovignette Directive 2022/362 (including CO₂ based tolling) is not implemented in Switzerland. The revision of the legislation to include electric-driven trucks in the charge scheme as well is still under consultation with parliament.
However, provision has already been made for this requirement (including for EETS providers) with the introduction of LSVA III.
- The connection to EUCARIS Toll-EETS is not possible as Switzerland has not adopted the EETS Directive 2019/520.
- No changes in the EETS Domain Statement as well as in the tolling regulations.

5.6.6 EETS market development

More than 90% of journeys carried out by foreign vehicles are charged via EETS.

On the other hand, the proportion of domestic vehicles (CH/LI) using EETS under LSVA III is, as expected, low, at just under 2% of the vehicles subject to charge.

5.6.7 Outlook for the next 12 Months

- Conclusion of the formal process for tolltickets approval,
- Re-accreditation of Eurowag EETS OBU 950,
- Run through the accreditation process of Data System (PL),
- Fuel card providers will be able to use the CVV (CVC) for the card authorization if the card is used as a payment guarantee in the web shop for the declaration in the manual toll service (NMTS).

5.6.8 Other Issues and Developments

As part of the process of replacing 2G OBUs with new 4G OBUs, it has become apparent that introducing a new type of OBU into existing EETS systems, toll domains and vehicle fleets has become a highly complex process. The EETS provider is subject to many dependencies over which it has only limited control.

The BAZG has therefore had to extend the expiry date of the accreditation for the old 2G OBUs by three months until 30 September 2026 for two EETS providers, so that the use of the EETS service within the LSVA domain could be maintained.

This extension is primarily due to operational considerations and risk. Enforcing the ordered expiry date would have meant that the providers concerned would have had to deactivate the LSVA service on these OBUs, with the result that users would either have had to use the manual service (NMTS) or switch to another EETS provider. However, that would have resulted in many undeclared journeys and corresponding fines for the users.

We are making this specific case transparent here not to expose the providers concerned, but to highlight a growing challenge in growing the EETS context, where

- on the one hand, an EETS provider must tackle the introduction of an OBU in good time and, above all, must take the critical paths or toll domains into account during planning and, on the other hand, with the steady increase in new EETS domains, the coordination of toll chargers during the registration process, in collaboration with the relevant EETS provider, is becoming increasingly important.

5.7 DARS / Slovenia

5.7.1 Name of National Provider/Issuer OBUs

DARS d.d. (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
Tolttickets GmbH	In accreditation	Trial phase planned for Q4 2026

5.7.3 List of accredited OBU of EP/SP

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

5.7.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU: no changes since November 2020.
- Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling): no changes since December 2024 on legislation level, implementation of CO₂ based tolling with 1. 11. 2025.
 - With 1. 4. 2026 we successfully introduced external cost charge (noise and air pollution) in DarsGo system
 - System is upgraded with new reference values for CO₂ emission classes, valid as of 1. 7. 2026.
- Update on EETS Domain Statements and tolling regulations: Toll domain statement is harmonized with EETS directive. Changes regarding external cost charge for air and noise pollution have been included in Toll Domain Statement version 5 which was published on 1. 4. 2026.

5.7.5 EETS market development

In DarsGo domain there are two TSPs accredited in full production use with three different OBUs, the third TSP is in implementation phase, and we have started conversation with fourth TSP for accreditation activities. The share of transactions from EETS users compared to DarsGo transactions in 2026 is still growing during the period from the implementation of EETS services.

5.7.6 Outlook for the next 12 Months

- Expected accreditations:
 - Finalizing the trial phase with Tolltickets and starting with pilot production phase till the end of 2026.
 - Start the accreditation with 4th TSP for implementation in 2027.

5.7.7 Other Issues and Developments

- For 2027 it is planned that the new DARS data exchange hub will be established for EETS providers with purpose of replacing the current EasyGo Hub solution (migration of all certified EETS partners in DarsGo system is planned to be concluded at the latest till the end of November 2027). All technical details about data exchange hub (the same file structure for data exchange will be used as are in place today) will be communicated and coordinated (aligned) with TSP till the end of September 2026.
- EUCARIS; no changes of the current integration expected in the next 12 months.

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 (KAS)

5.9.2 EP/SP in Operation

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

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

5.9.3 List of accredited OBU of EP/SP

Telepass:

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

Toll4Europe:

- Sitraffic Sensus Unit C3080
- Norbit VTP-1425

5.9.4 Legal and contractual status

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

The Ministry of Infrastructure is responsible for implementing the Eurovignette Directive.

On June 24, 2026, the Committee of the European Affairs started to consider a draft law implementing Directive 1999/62. It is expected to pass the draft to the Permanent Committee of the Council of Ministers in July. After that, the implementation of the directive will be pass through the subsequent legislative stages provided for under Polish law: the Legal Commission and the adoption by the Council of the Ministers. It is expected that the draft shall be considered by the Parliament in autumn.

5.9.5 EETS market development

In the first half of 2026, no new EETS provider became operational; however, steps were taken to bring two providers closer to operational launch:

1. On March 5, 2026, an agreement was signed between Eurowag and the National Revenue Administration (NRA).
2. In the second quarter of 2026, the phase of integrating environments with the Data System began.
3. In the first half of 2026, another EETS provider applied for accreditation to provide EETS services in Poland (the NDA has not yet been signed).

In February 2026, based on a regulation of the Council of Ministers amending the regulation on national roads or sections thereof on which electronic tolls are collected, as well as the rates of electronic tolls, the following changes were introduced to the toll road network:

- The toll road network in Poland was expanded by 645 km and now totals approximately 5,870 km.
- Electronic toll rates were increased.

5.9.6 Outlook for the next 12 Months

- Expected accreditations

Over the next 12 months, we plan to launch the EETS providers currently undergoing accreditation testing and prepare to sign a contract with a new interested EETS Provider.

- Relevant changes in toll domain:

We also plan to analyze and revise the EETS Domain Statement as well as other documents with a focus on potential modifications, including changes to the commercial terms.

An analysis of the TDS and related documentation is currently ongoing with a view to possible changes to the commercial terms.

5.9.7 Other Issues and Developments

N/A

5.10 NDS / Slovakia

5.10.1 Name of National Provider/Issuer OBUs

National toll system Operator SkyToll, a.s.

5.10.2 EP/SP in Operation

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

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Telepass S.p.A.	In operation	15/03/2024
Toll4Europe GmbH	In operation	15/03/2024
ITIS Holding a.s.	In notice period for termination of EETS Contract effective 31 July 2026	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

Sitraffic Sensus Unit C3080

Norbit VTP-1425

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

OBU U850 Cortex M4

5.10.4 Legal and contractual status

Implementation of EETS Directive 2019/520/EU

Implemented, and since 15 March 2024 in operation.

Implementation of the Eurovignette Directive 2022/362/EU (including CO2-based tolling).

Implemented, and since 1 July 2025 in operation.

Update on EETS Domain Statements and tolling regulations.

Last update covering the implementation of the CO2 tolling was on 1 July 2025, currently changes covering the new National Toll System with a new EETS interface are being prepared for 2027.

5.10.5 EETS market development

Since 15 March 2024, the share of toll collected via EETS has progressively increased to the current value for the 2nd quarter of 2026, which is approximately 64% of the total toll collection in the Slovak Republic.

5.10.6 Outlook for the next 12 Months

Preparation to launch new National Toll System, including a new EETS Interface, from 1 January 2027, with an impact on EETS Providers within the first half of 2027 - switch to the new EETS interface.

Preparation of Toll Domain Statement and technical specification of new EETS Interface – finalization expected by the end of 2026.

Preparation of timetable of re-certification of EETS Providers and migration to new EETS Interface.

5.10.7 Other Issues and Developments

N/A

5.11 National Toll Payment Service Plc / Hungary

5.11.1 Name of National Provider/Issuer OBUs

Toll Division of the Hungarian Public Road Nonprofit 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

There are no EP/SPs OBU in operation.

5.11.4 Legal and contractual status

- Pursuant to Government Decree 404/2025 (XII.16.) on the transfer of certain public functions in the user charge system and the toll system, the National Toll Payment Services Plc. was transferred its public functions as a toll service company, toll charger, bound service provider and toll enforcement supporter to the Magyar Közút Nonprofit Zrt. as of 1 January 2026, within the framework of a transfer of division.
- Pursuant to the amendment to Government Decree No. 209/2013 (VI. 18.) on the implementation of Act LXVII of 2013 on distance-based tolls payable for the use of motorways, expressways and main roads, the validity period of **route tickets** in the e-toll system used by vehicles with a permissible total mass of over 3.5 tones will be changed to 300 minutes from 1 May 2026.
- From 1 January 2026, all **RVs/motorhomes** (especially those with maximum authorized mass over 3.5 t) no longer use the distance-based HU-GO toll system (e-toll with on-board unit or route ticket) for toll roads in Hungary. Instead, they must use the *e-vignette (time-based)* system like passenger cars do. That means buying an e-vignette before using motorways and main toll roads. (Act LXVII of 2013 on Distance-Based Tolls Payable for the Use of Motorways, Expressways and Main Roads)
- The General Terms and Conditions for specific contracts applicable to entities providing European Electronic Toll Services and the Domain Statement were also updated from 1 January 2026.
- **Historic heavy vehicles** exempted (over 3.5 t with museum/"OT" plate): they are toll-free for HU-GO tolls from 1 January 2026, once they are registered in a special exemption registry.
- Infrastructure charges were raised by the inflation rate on January 1, 2026. (46/2025. (XII. 23.) ÉKM of the Minister of Construction and Transport on the amendment of certain ministerial decrees on toll payment). External-cost charges remained unchanged.

5.11.5 EETS market development

There is no registered EETS provider.

5.11.6 Outlook for the next 12 Months

N/A

5.11.7 Other Issues and Developments

N/A

5.12 Øresundsbron / Sweden

5.12.1 Name of National Provider/Issuer OBUs

There is no appointed National Provider in Sweden or Denmark.

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 EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Brobizz	In operation	
ØresundPAY	In operation	
Total/AS24	In operation	
Axxès	In operation	
SkyttelPASS	In operation	
Autosync	In operation	
Flyt	In operation	
DKV	In operation	
Toll4Europe	In operation	
Tolltickets	In operation	
Eurowag	In operation	
UnipolTech	Approved but not in operation	

5.12.3 List of accredited OBU of EP/SP

Kapsch	TRP-4010-00A
Kapsch	TRP-4040-00A
Kapsch	OBUS-5310-22A
Kapsch	TS3203/10B
Kapsch	TS3290/00A
Kapsch	TS3290/00B
Norbit	VTR850

Norbit	VTP-1425
Q-Free	OBE6154
Yunex (Siemens)	C3081
Yunex (Siemens)	C3077
Yunex (Siemens)	C3080
Telepass	ETOLLK1TL (K1)
Telepass	ETOLL2ST (SAT1)

5.12.4 Legal and contractual status

N/A

5.12.5 EETS market development

N/A

5.12.6 Outlook for the next 12 Months

New EETS Providers have expressed interest in collaboration. Due to the transition from the EasyGo HUB to bilateral APIs, operations are not expected to commence before 2027 at the earliest.

Planning for and initiation of the transition from the EasyGo HUB to peer-to-peer communication between Øresundsbron and the EETS Providers in accordance with the EIS (EasyGo Interface Specifications). Revision of the EETS Domain Statement with regard to the transition.

5.12.7 Other Issues and Developments

N/A

5.13 RDW / Netherlands – Heavy Goods Vehicle Charge

5.13.1 Name of National Provider/Issuer OBUs

Nedling (www.nedling.nl)

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)
Tolttickets	I O	1st July 2026
Telepass	I O	1st July 2026
Axxes	I O	1st July 2026
Total/AS24	I O	1st July 2026
Eurowag	I O	1st July 2026
Toll4Europe	I O	1st July 2026

5.13.3 List of accredited OBU of EP/SP

Name of EP/SP	OBU
Tolttickets	Kapsch 5310-22A (4G)
Telepass	AA2 (2G), K1 (4G)
Axxes	Yunex C3081 (4G)
Total/AS24	Yunex C3081 (4G)
Eurowag	U850, U950 (EVA) (4G)
Toll4Europe	Yunex C3077 (2G), Norbit (4G)
Nedling	Yunex C3081 (4G)

5.13.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU – n/a
- Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling) n/a
- Update on EETS Domain Statements and tolling regulations – see outlook

5.13.5 EETS market development

High volume of EETS right from the very start of the scheme

5.13.6 Outlook for the next 12 Months

- Expected accreditations
 - Possibly one new EETS SP
- Planned re-certifications
 - Analyzing TEMS and T4E (and aligning with e.g. BE)
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...)
 - New tariff scheme will be implemented from 1. Sept 2026 to 31 Dec 2026: 22,3% reduction.
 - Evaluation of EDS and full process after Go Live with EETS SPs in 2027
 - Enforcement: fines lowered by 50% from 1st July to 31dec. 2026, after that regular
 - 1st January 2027: indexation of tolltariffs

Next to the height of the fines, the following is important as part of the enforcement setup:

- A maximum number of 1 fine per 24h will be issued per vehicle
- In case of multiple, distinctive offenses within **24** hours, the offense carrying the highest fine will be penalized.
- The first 6 months will be a grace period in the sense that the amount of the fines is reduced by 50%. After those 6 months it will be the regular 100%.

General enforcement plan can be found here:

[Control of truck toll | Trucktoll](#)

5.13.7 Other Issues and Developments

N/A

5.14 RDW / Netherlands – E-TOL - www.e-tol.nl

5.14.1 EP/SP in Operation for e-TOL / Blankenburg tunnel

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)
National service provider: Move IZI	In Operation	7 th dec 2024
24Toll	In Operation	7 th dec 2024
Flitsmeister/Be Mobile	In Operation	7 th dec 2024

Partners of Providers

Some providers have partners that offer automatic toll payment services.

- 4411 - partner of Flitsmeister
For private individuals and business customers. More info and registration: [↗ 4411.be](http://4411.be).
- Axxès - partner of Flitsmeister
For business customers. More info and registration: [↗ axxes.eu](http://axxes.eu).
- Maut1 - partner of Flitsmeister
For private individuals and business customers. More info and registration: [↗ maut1.de](http://maut1.de).
- MSTs Tolls - partner of Flitsmeister
For business customers. More info and registration: [↗ mststolls.com](http://mststolls.com).
- Telepass - partner of Flitsmeister
For business customers. More info and registration: [↗ telepass.com](http://telepass.com).
- Travelcard.nl - partner of 24toll
For business customers. More info and registration: [↗ travelcard.nl](http://travelcard.nl).
- Coming soon: AS 24 - partner of Flitsmeister
For business customers. More info and registration: [↗ AS24.com](http://AS24.com).

5.14.2 List of accredited OBU of EP/SP

N/A (the scheme is ANPR-only)

5.14.3 Legal and contractual status

Implementation of EETS Directive 2019/520/EU

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

- Update on EETS Domain Statements and tolling regulations

5.14.4 EETS market development

Now 3 EETS SPs are connected through the Be Mobile platform for E-Tol:

- Axxes
- Total/AS24
- Telepass

5.14.5 Outlook for the next 12 Months

No fundamental changes expected besides additional EETS SPs could be connected through a partner.

PS: After the Blankenburgverbinding the VIA15 in the eastern-part of the Netherlands has started up activities; this will also be a tolled highway connection.

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

5.15.1 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

5.15.2 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

Telepass S.p.A.	in operation (EETS Contract signed & executed as of 4 th October 2024)	Oct 31, 2025
Toll4Europe GmbH.	in operation (EETS Contract signed & executed as of 24 th March 2025)	Sep 19, 2025
TotalEnergies SAS & Axxès SAS	potentially in accreditation NDA signed (both)	

5.15.3 List of accredited OBU of EP/SP

- Eurowag - EW OBU (U850)
- Toll4Europe – Siemens C3080 (Yunex), Norbit VTP-1425
- Telepass – Telepass SAT K1

5.15.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU
 - Implemented.
- Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling)
 - Implemented - CO₂ based tolling in operation since Mar 1, 2024.

Re CO₂:

 - (EU) 2019/1242 – fully implemented
 - (EU) 2024/1610 - being evaluated, some inputs expected from the EU (especially reference values for new vehicle subgroups).
- Update on EETS Domain Statements and tolling regulations
 - EETS Domain Statement - no change expected in near future
- Update on EUCARIS
 - Some modules implemented and being used (for example CBE, PRÜM, RESPER, ERRU, eCALL, VAT),
 - Some are being implemented (for example finalization (the second way) of TOLL/eETS).

5.15.5 Outlook for the next 12 Months

- Expected accreditations
 - TotalEnergies – 1st phase - currently on hold.
- Relevant changes in toll domain (e.g. new tariff scheme, rules for electric vehicles, enforcement...)
 - New Toll Tariffs (no structural change, just values) - Update of toll rates for 2026 (no impact on EETS, valuation is carried out by NPS).
 - Remuneration Scheme for EETS Providers within the CZ Domain (2026): 2.36%

5.15.6 Other Issues and Developments

N/A

5.16 SEOPAN / Spain

No report was sent to the EFP Secretariat.

5.17 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 and ANPR, barrier-based domain.

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

5.17.1 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.

5.17.2 EP/SP in Operation, Storebælt

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

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)	EETS Domain
Telepass*	In operation	2017	Storebælt
DKV	In operation	2017	Storebælt
Total Energies / AS 24	In operation	2020	Storebælt
ØresundPAY	In operation	2021	Storebælt
Brobizz A/S	In operation	2016	Storebælt
Fremtind Service AS	In operation	2021	Storebælt
SkyttelPASS AS	In operation	2021	Storebælt
Axxés	In operation	2022	Storebælt
W.A.G. payment solutions, a.s.	In operation	2023	Storebælt
tolltickets GmbH	In Operation	2022	Storebælt
Toll4Europe GmbH	In Operation	2022	Storebælt
Flyt AS	In operation	2023	Storebælt
Unipoltech	In accreditation	4 th quarter 2026	Storebælt

*As subcontractor via SkyttelPASS AS

5.17.3 List of accredited OBU of EP/SP, Storebælt

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

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

5.17.4 Legal and contractual status, Storebælt

- The Danish implementation of the EETS Directive 2019/520/EU has been carried out with "BEK nr. 1379 af 04/12/2024".
- Update on EETS Domain Statements and tolling regulations. The EETS Domain Statement for KmToll has been updated on 13 December 2024.
- Storebælt will update the EETS Domain Statement ultimo Q3 including the new specifications.
- EUCARIS has been in use on the Storebælt Toll Domain since 1st quarter 2023. The use for the period April 2023 to March 2026 has been reported to EU via the Danish authorities.

5.17.5 Outlook for the next 12 Months

For Storebælt:

- Storebælt have informed all EETS Providers they have an agreement with about the decision to replace the current communication procedures, which utilize the centralized data exchange platform EasyGo HUB, with peer-to-peer communication between EasyGo Toll Chargers and EETS Providers no later than 1. Quarter 2028. This change aligns with the standards ISO 12855 and EN 16986 in their up-coming versions. An updated version reflecting the latest amendments to ISO 12855 and EN 16986 of the EasyGo interface specification (EIS) will be distributed in Q3. As we do not foresee major change when 16986 is approved, we expect to establish a plan for replacement during Q3 and Q4.
- Because of the replacement no new EETS provider is expected to be accredited during 2026.

5.17.6 EP/SP in Operation, KmToll

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

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)	EETS Domain
BroBizz A/S	In operation	1 Jan. 2025	KmToll
Telepass	In operation	1 Jan. 2025	KmToll
ØresundPAY	In operation	1 Jan. 2025	KmToll
SkyttelPASS AS*	In operation	1 Jan. 2025	KmToll
Toll4Europe	In accreditation		KmToll

*As subcontractor via Telepass

5.17.7 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)

5.17.8 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.
- EUCARIS has been used in the Danish KmToll scheme since its launch in January 2025 to support cross-border vehicle identification and enforcement activities.
- Update on EETS Domain Statements and tolling regulations. The EETS Domain Statement for KmToll has been updated on 20 March 2026.
- On June 26, 2026, Denmark has implemented an administrative circular on a differentiated enforcement fine structure in the KmToll scheme. The purpose is to ensure a more proportionate enforcement regime by distinguishing between different types of tolling violations while maintaining effective compliance incentives for road users.

5.17.9 Outlook for the next 12 Months, KmToll

For the Danish Kilometre Toll Scheme:

- Preparations continue for the planned extension of the KmToll scheme to vehicles above 3.5 tonnes from 1 January 2027, subject to the legislative process.

5.17.10 Other Issues and Developments

N/A

5.18 Via Lietuva / Lithuania

5.18.1 Name of National Provider/Issuer OBUs

AB “Via Lietuva” shall be operating as the main service provider, when the e-tolling starts operating. It will conclude contracts with OBU providers in order they may provide OBU for the users.

5.18.2 EP/SP in Operation

No EP/SP have signed contracts with the Toll Charger yet.

5.18.3 List of accredited OBU of EP/SP

No accredited OBU provided yet.

5.18.4 Legal and contractual status

- Implementation of EETS Directive 2019/520/EU
- Implementation of Eurovignette Directive 2022/362/EU (including CO₂ based tolling)
The amendments to law were made implementing the Directive 2022/362/EU and establishing toll rates:
 - Road tolls on primary agricultural products (milk, grains, etc.), agricultural products intended for further processing into food or non-food products, the activities of feed producers (including raw materials intended for feed production), and vehicles used to transport such products, as well as vehicles powered by electricity or hydrogen gas, biomethane, the Government has the right, in the Methodology for Setting Toll Rates, to establish multipliers that may not be less than 0.5 and may not exceed 1.
 - Amendment implementing par. 2 of Art. 11 of the directive regarding the publication of the information relevant to the collected tolls.
- Update on EETS Domain Statements and tolling regulations
The EETS Domain statement (v.1) was published on June 19, 2026.
<https://vialietuva.lt/en/news/information-on-the-opportunities-for-eets-providers-to-connect-to-the-via-toll-system>

5.18.5 EETS market development

No e-tolling system in operation.

5.18.6 Outlook for the next 12 Months

- Roadmap towards first accreditation: expected till the beginning of 2027.
- Expected planned number of EP/SP: 3 EETS providers.

It is established by the law that the e-tolling system shall start to operate on January 1, 2027. According to the decision of the government of the Republic of Lithuania, Lithuanian Transport Safety Administration (LTSA) approved the toll rates on July 1, 2026. The toll rates shall come into effect on January 1, 2027. The rates are based on the methodology for setting toll rates, adopted by the Government of the Republic of Lithuania:

- The toll rates for the use of toll roads by producers of primary agricultural products (milk, grain, etc.), agricultural products intended for further processing into food or non-food products, and feed producers (including raw materials intended for feed production) in

connection with their operations and the sale of their products, as well as toll rates for the use of vehicles powered by electricity or hydrogen gas shall be multiplied by 0.5.

- The road toll rates for the use of toll roads by vehicles powered by biomethane shall be multiplied by 0.6.

5.18.7 Other Issues and Developments

AB “Via Lietuva” as main service provider has published the information and documentation for OBU providers and FCP regarding the integration with Lithuanian e-tolling system “Via Toll”.

5.19 Viapass EIR / Belgium

5.19.1 Name of National Provider/Issuer OBUs

Satellic NV

5.19.2 EP/SP in Operation

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

Name of EP/SP	Status (in accreditation / in operation)	Start of operation (if applicable)
Axxès	In operation	01/04/2016
Eurotoll	Stopped operations	2017
TotalEnergies Marketing Service	In operation	2017
Telepass	In operation	2018
Toll4Europe	In operation	2018
EuroWAG	In operation	2022
Toll Tickets	In pilot phase	2026

5.19.3 List of accredited OBU of EP/SP

No changes compared to the previous progress report:

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

5.19.4 Legal and contractual status

Two updates of the legal framework are currently ongoing:

1. Introducing the CO₂ tolling scheme for Flanders Region as of 01/07/2026
2. Introducing new Data Processor Agreements with all SP (EETS and National) under the format foreseen by the EU model (GDPR), and legal dispositions relative to the introduction of a “route ticket” for occasional user or users with a defective OBU,
3. Dispositions relative to CO₂ tolling in Brussels and Wallonia (Sofico).

The timeline of the legal updates is constrained by the advises that must be received from multiple authorities (Belgian Data Protection Agency, Council of State, etc.). Their completion is thus, at the time of this report, not expected before the end of 2026 for the route ticket solution, and somewhere in 2027 for the CO₂ schemes of Brussels and Wallonia (Sofico) at the earliest.

5.19.5 EETS market development

After having been stable for more than a year, the EETS providers’ total market share increased by about 4% between December 2025 and June 2026, reaching nearly 75% as of the end of June. This is, without surprise, the result of the upcoming go-live of the tolling scheme in The Netherlands.

5.19.6 Outlook for the next 12 Months

- Expected accreditations

Toll Tickets (pilot phase ongoing, completion expected during summer)

- Planned re-certifications

The certification of one new OBU device (U950), upon request from EuroWAG, is ongoing. At the time of writing this report, no certifications of new hardware(s) are ongoing or planned.

- Relevant changes in toll domain

Implementation of a CO₂ tariff scheme as of July 1st, 2026, in Flanders.

Brussels and Wallonia are expected to follow but the timing depends on the completion of the corresponding legal changes in those 2 Regions. It will thus not take place before July 1st, 2027, at the earliest.

5.19.7 Other Issues and Developments

The formal end of contract with our current National Service Provider has now been fixed for 30/09/2029. Activities related to the renewal of the system are ongoing:

- Viapass will appoint a consultancy consortium, tasked with helping us write the new tender(s) in July 2026,
- Once appointed, the workings for the preliminary architecture start, followed by market consultations, and fixing the definitive architecture by end of 2026.
- The current target for publishing the tender(s) for the renewal of the system is no later than the first quarter of 2027.

As stated, the tolling sector will be consulted upfront during market consultation prior to the publication of the tender(s). Details of these market consultation activities will be ironed out during the summer of this year. Of course, updates will follow on a regular basis via the EFP as well.

6 EETS Provider / Service Provider: Progress Report

6.1 EETS Provider

6.1.1 Axxès SAS

6.1.1.1 Provider status

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

6.1.1.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Austria LKW Maut	Direct	
Belgium PKB	Direct	
Belgium Liefkenshoek	Direct	
Denmark Oresund	Direct	
Denmark Storebaelt	Direct	
France TIS - PL	Direct	
Germany LkW Maut	Direct	
Hungary	Partner	
Italy SIT-MP	Direct	
Italy SET	Direct	
Netherlands	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 Yunex devices for GPS/DSRC embedded functions and Kapsch for only DSRC capabilities.

Manufacturer	Type
Yunex	C3081
Kapsch	4010/20B and older generations

6.1.1.4 Outlook for the next 12 Months

- expected accreditations:
 - CeA and RGE, Denmark, Czech Republic, Slovakia are in evaluation
- planned re-certifications: n/a
- relevant changes: deployment of the 4G C'Moov OBU successfully completed.

6.1.1.5 Other Issues and Developments

For the first year since the development of EETS, most resources are dedicated to updating existing EETS toll domains rather than developing new ones.

- This focus on updates is slowing down the rollout and expansion of the EETS concept across Europe in the short term.
- Overlapping system rollouts, CO₂-based tolling, and regulatory changes without a shared timeline could create serious bottlenecks and resource strain - potentially threatening business continuity and slowing EETS development.

6.1.2 BroBizz A/S

No report was sent to the EFP Secretariat.

6.1.3 DKV EURO SERVICE GmbH & Co. KG

No report was sent to the EFP Secretariat.

6.1.4 Øresundsbro Konsortiet/ ØresundPAY

6.1.4.1 Provider status

Name of Company	Status:	Registered as EP since, 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
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

ØresundPAY is currently undergoing a procurement process for electronic payment media/OBU supplier, expected to be finalized by the end of August/beginning of September. This could lead to new OBU certifications.

6.1.4.5 Other Issues and Developments

Development of the EasyGo Interface Specification implementation is currently ongoing at the Øresund Bridge.

Our migration strategy foresees the onboarding of the first Toll Service Provider (TSP) by the end of 2026. Following this initial integration, the remaining TSPs are expected to be progressively migrated throughout 2027.

6.1.5 Pagatelia (Verra Mobility)

No report was sent to the EFP Secretariat.

6.1.6 Telepass S.p.A.

No report was sent to the EFP Secretariat.

6.1.7 Toll4Europe GmbH

6.1.7.1 Provider status

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

6.1.7.2 Toll Domain Coverage

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	
Czech Republic	direct	
Denmark (Storebælt)	direct	
France	partner	
Germany (BALM)	direct	
Germany (Herrentunnel)	partner	
Germany (Warnow Crossing)	partner	
Hungary	partner	
Italy	partner	
Netherlands	direct	
Poland	direct	
Portugal	partner	
Spain	partner	
Sweden (Øresund)	direct	
Switzerland	direct	

Slovenia	direct	
Slovakia	direct	

6.1.7.3 OBUs in Operation

Toll4Europe's On Board Units:

- 1) Siemens Sitraffic Sensus Unit C3080
- 2) Norbit VTP-1425

6.1.7.4 Outlook for the next 12 Months

- Enhancement toll domain coverage: Go live planned in Denmark KmToll, Alsace. Lithuania, Croatia, Romania and Grand Est are in evaluation.
- Easy Go Hub Replacement in Austria, Slovenia, Storebælt and Øresund
- Compliance with CO2 regulations based on introduction in EU countries (Belgium, Poland)

6.1.7.5 Other Issues and Developments

N/A

6.1.8 Tolltickets GmbH

6.1.8.1 Provider status

Name of Company	Status:	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	direct	
Denmark Storebaelt	direct	
Netherlands – RDW	direct	as of July 1st
Norway – roads & ferries	direct	
Germany – BALM (LKW Maut)	direct	
Germany - Herrentunnel	direct	
Germany - Warnowquerung	direct	
Belgium - Liefkenshoek Tunnel	direct	
Belgium - Viapass	direct	
Switzerland	direct	
Italy	direct	
France	partner	

6.1.8.3 OBUs in Operation

OBU Type	Manufacturer	Technology
OBU5310	Kapsch TrafficCom AG	Full EETS 2G/4G
TRP4010	Kapsch TrafficCom AG	DSRC

6.1.8.4 Outlook for the next 12 Months

- expected accreditations
 - Slovenia direct (accreditation ongoing)
 - Alsace direct (accreditation ongoing)
 - Grand Est direct (accreditation ongoing)
 - Poland direct (accreditation process start planned)
- planned re-certifications
 - None.
- relevant changes
 - Italy: migration to Aiscat 2.0 interfaces
 - EasyGo domains Austria, Oresund, Storebaelt: start of migration to EIS interfaces

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.

No report was sent to the EFP Secretariat.

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

6.1.11.1 Provider status

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

6.1.11.2 Toll Domain Coverage

Toll Domain	Contract type (direct with TC / through partners)	Additional comments (if relevant)
Germany	direct	
Belgium	direct	

Austria	direct	
Sweden	direct	
Denmark	direct	
Slovakia	direct	
Czech Republic	direct	
Switzerland	direct	
Netherlands	direct	
Hungary	partner	
Bulgaria	partner	
Spain	partner	
Portugal	partner	
PL eToll	partner	
PL Private highways	partner	

6.1.11.3 OBUs in Operation

OBE U850

Manufacturer: Princip

6.1.11.4 Outlook for the next 12 Months

- EETS Poland
- New EW OBU 2.0 certification

6.1.11.5 Other Issues and Developments

- CO2 implementation in Belgium
- Unclear timeline of PL CO2 implementation
- EasyGoHub decommissioning in Austria, Denmark and Sweden
- Change of provider in Slovakia
 - Problematic switch to EETS, user loses discounts by switching
 - Unclear impact, timeline and compensation for recertification
- Unclear situation about new system introduction in Romania
- Unrealistic deadlines for EETS implementation in Lithuania