BRUSSELS, 23RD OCTOBER 2009

ASECAP

Association Européenne des Concessionnaires
d'Autoroutes et d'Ouvrages à Péage

cesare IV

ASECAP Think Tank 2009

Brainstorming Session
"Unconventional thinking"

Federal Ministry of Transport, Building and Urban Affairs

Liberté · Égalité · Fraternité
RÉPUBLIQUE FRANÇAISE

Ministère de l'Écologie, de l'Énergie, du Développement durable et de la Mer

IRU International Road Transport Union

NÁRODNÁ DIAĽNIČNÁ SPOLOČNOSŤ

TOLL COLLECT service on the road

NedMobiel kapsch >>>

Moderator

Alain Estiot
Managing Director, Quality
Toll Collect GmbH, Berlin, GERMANY

euroTOLL — Opening the road

DVB LOGPAY

RESSA

Rules of the Game

1. Rules for the Session (Alain Estiot)   13:00 – 13:04

2. Questions and/or Statements

   • User Representative (Marc Billiet, IRU)   13:04 – 13:09

   • Member States

      ➢ Germany (Edith Buss)   13:09 – 13:14

      ➢ France (Antoine Maucorps)   13:14 – 13:19

   • Think tank members   13:19 – 13:30

      ➢ Daniel Ohst, Josef Czako, Dirk Grevink,
        Jan Volenik

   • Potential EETS Providers   13:30 – 13:38

      ➢ Jordi Cobo, Anne Grünkorn,
        Jean-Michel Martinez

3. Dealing with the Questions and/or Statements   13:40 – 14:20

4. What comes next?   14:20 - 14:30

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Customer

C1. Which incentives for customers can be developed to change to EETS service
– from EETS provider side and from the Member States side? ☐

C2. What are the costs for the customer? ☐

C3. Using EETS should not be subject to extra charges (?) ☐

C4. Voluntary basis? ☐

C5. Are there customers travelling across more than 4-5 countries? ☐

C6. Customers are willing to have a unique black box for tolls in Europe,
but are the ready to pay an extra cost to the present national solutions? ☐

C7. Who takes care of the customers who are not solvent enough? ☐

C8. Who takes care of the occasional users? ☐

Business model / Contractual

B1. How can the cross-border enforcement be supported in an EETS scenario without the proper legal basis in Europe. Is it feasible to make the EETS Provider pay for the violation of obligations of the user? ☐

B2. How is the risk in satellite systems regarding the EETS Providers responsibility for the OBU and data transmission allocated? ☐

B3. Is there really a market across Europe for a unique solution? ☐

B4. Could EETS be offered according to customer needs – e.g. 3 to 5 countries rather than 27 (as requested in the EU decision)? Is covering Europe in a "big bang" for an EETS provider possible? ☐

B5. How is the EETS Providers revenue stream financed – by the customer and/or by the Toll Charger side? ☐

B6. Roaming fee? ☐

B7. Toll Chargers must invest to adapt their networks and systems to EETS, who will pay these investments? – EETS Providers? - Users? - States? - EU?

B8. The EETS Providers need to invest; will they be able to pass this investment to the users / customers or others? ☐

B9. Concerning the certification process of EETS Providers how are the basic parameters for financial capability, contracts with Toll Chargers, and the technical capability defined? ☐

B10. How to develop a consultation process in case of dispute rather than trying to involve "regular" legal bodies being completely lost in this rather complex topic? ☐

B11. How will the SLAs (service level agreements) between operators and "road owners" look like? ☐

B12. Migration scenario to EETS? ☐

B13. Use only proven technologies? ☐

Politics

P1. Without strong political commitments, there is no practical interoperability;
the market itself is not sufficient. Shall we have that political commitment? ☐

P2. What is the role of the commission concerning the further development of EETS? ☐

P3. How will the EETS Regulatory Authority's role be defined (see the example of a national "authority" ☐
like France and Spain today)?

P4. Do we have a common understanding of which parts (e.g. bridges or tunnels) fall under the national ☐
toll domains defined by the EETS Directive or can every Member State decide for himself what he
puts in his toll domain or not?

P5. Is it really possible to be accepted in the whole EETS domain in less than 36 months? ☐

P6. How will national toll solutions or new concessions be settled in future when EETS Providers already ☐
exist?

P7. Is EETS a driver for increasing the number of PPP projects for building and operating infrastructure? ☐

P8. How can we make sure that the application guide as it will be developed, protect the interests of all ☐
parties, and that it will not undermine the spirit of the EU legal decision?

P9. Three years implementation might be too long. Already five years since Directive 2004/52? ☐

P10. How is the training of the stakeholders ensured? ☐

Technical and process related aspects

T1. Definition of EETS Architecture and technical interfaces between Toll Chargers and EETS Providers. Definition of binding specifications of the technical elements necessary to achieve interoperability. Should the mandate of the standardization bodies to provide an EETS specification be extended? ☐

T2. Who will deliver the EETS specifications? ☐

T3. How is a delay of billing data transmission handled? ☐

T4. How is online blacklisting in automatic systems guaranteed? ☐

T5. The EETS Providers are required to provide proof of correct operation in the Toll Chargers domain. How ☐ to make this process time and cost efficient for all stakeholders and ensure a fair and non-discriminating approach? Will the Toll Charger delegate his control to third parties?

T6. How to develop a common certification process for the certification bodies in Member States for EETS ☐ Provider which do not discriminate one EETS Provider going through certification process in one Member States against another EETS Provider in another Member State?

T7. Several suppliers mean certification of equipments. What happens in case of a software upgrade? ☐

T8. Does the tolling need an independent OBU or can it use existing equipment or coexist with other ☐ applications (Value Added Services)? If yes, who pays when tolls are lost?

T9. How can the OBU platform be open enough to allow the EETS Provider to develop additional services ☐ while standards are needed to insure interoperability?

T10. Data protection? ☐

T11. Data security? ☐

What comes next?

How do we make sure that these questions will be answered in the coming future?