CESARE IV: Colóquio APCAP 2008

Hotel Palácio Estoril, 19 de Junho de 2008

Jorge Gonçalves
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CESARE: Common Electronic Fee Collection System for an ASECAP Road Tolling European Service

  - defined the requirements for technical and operational interoperability between the tolled motorway operations across Europe

- CESARE II (2001-2002)
  - developed a Memorandum of Understanding defining all technical, organisational and operational rules upon which contractual interoperability among ASECAP members was to be established

- CESARE III (2005-2006)
  - since CESARE II the European tolling environment has changed: new actors, new technologies, new enforcement services, new charging schemes and services as well as the new European Directive had to be taken into consideration
  - therefore, CESARE III revised the definition of common charging and/or payment services to be supported, paying particular attention to the definition of the European Electronic Toll Service (EETS). It will also aim to establish appropriate national organisational arrangements to support the participation of partner European countries in the contractual framework and prepare an appropriate set of draft contractual documents (MoU) to support the proposed contractual relationship defined by the revised model.

- CESARE IV (2007-2009)
CESARE III: The role model

- 4 different roles
Interoperability Management: maintenance and governance of the EETS service. The 'organisation' will specify, manage, monitor and safeguard the systems and processes used in the overall delivery of the EETS:

- Maintaining policies and procedures such as defining the conditions of membership
- Approving technical specifications: the specification needs to ensure the OBU design will meet all the Toll Chargers requirements
- Managing the membership process. Vetting potential new members, monitoring the performance of members and taking sanctions against under-performing entities
- Resolving disputes, arbitration, user complaints
- Conducting periodic reviews of compliance on-going maintenance of the service
- Representing members on official European bodies
- Managing the service; agreeing modifications and changes
- Managing certification of OBE manufacturers: type-approval and/or certification of OBUs
Define a set of basic guidelines for providing EETS (technical, contractual, legal and procedural)
- The model describes „Roles“, but finally the roles (or part of them) are to be filled by „Operators“/“Actors“

Solve open issues (from previous projects), as far as required for a functioning EETS

CESARE IV aims for moving from a theoretical model towards a solution which can work in practice!
Define a migration path from the current status to EETS, utilizing the experience from regional projects

- A roadmap showing how the EFC systems already in operation can proceed to offer the EETS to the Users, as well as describing how new EFC systems could offer EETS from day one

Define and establish the Interoperability Management role

- The final and detailed functions and procedures for the daily operation of the IM will be created to a level of detail which should enable the actor(s) in the IM role to finalize the establishment on their own.
Overview:
Out of scope is ....

- Constraints which cannot be changed
  A simplification or change of these items could possibly be favourable for the implementation of EETS, but the project will regard these matters as given:
  - European (National) VAT regulations
  - Data privacy regulations
  - Commercial discount schemes for tolling (=national subject)
  - Enforcement from a technical and legal point of view

- Standardisation in terms of developing standards
  - The task of defining standards belongs to the European Standard Organisations (CEN, CENELEC, ETSI). It will not be a subject for CESARE IV to contribute as a project in this respect.

- Technology for tolling
  - The technologies for EETS are defined in the Directive 2004/52/EC.
Overview: Project organisation (I)

- Participating ASECAP members
  - AISCAT (ITA)
  - APCAP (POR)
  - ASETA (ESP)
  - ASFA (FRA)
  - ASFINAG (AUT) – Project leader: Tore S. Eriksroed
  - DARS (SLO)
  - Norvegfinans (NOR)
  - Sund & Baelt (DEN)
  - TEO (GRE)
  - Toll Collect (GER)
Participating Public Administrations

- **Finland**: Ministry of Transport and Communication
- **France**: Ministry of Ecology and Sustainable Development
- **Germany**: Federal Ministry of Transport, Building und Urban Affairs
- **Netherlands**: Ministry of Transport, Public Works and Water Mgmt.
- **Sweden**: Swedish Road Administration
- **Switzerland**: Federal Customs Administration
- **UK**: Department for Transport
Overview: Project organisation (III)

Steering Committee

Project Management Team (WP 5)

Advisory Forum

- WP 1: EETS Basic Guidelines
- WP 2: IM framework, functions and procedure
- WP 3: IM preparation and implementation
- WP 4: Communication
## Project plan: Schedule

<table>
<thead>
<tr>
<th>Task number</th>
<th>Task description</th>
<th>Predecessors</th>
<th>-2</th>
<th>-1</th>
<th>Months</th>
<th>6</th>
<th>12</th>
<th>18</th>
<th>24</th>
<th>26</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP1</td>
<td>EETS Basic Guidelines</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1100</td>
<td>Verify C-III model towards the experiences from existing projects</td>
<td>none</td>
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<tr>
<td>1200</td>
<td>Draft the final EETS basic guidelines, including a proposed migration path</td>
<td>1100</td>
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<tr>
<td>1300</td>
<td>Compatibility analysis of the guidelines and the recommendations of the EGs</td>
<td>1100</td>
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<tr>
<td>WP2</td>
<td>IM framework, functions and procedures</td>
<td>WP1</td>
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<tr>
<td>2100</td>
<td>IM framework, (organisational: split regulatory and managerial)</td>
<td>WP1</td>
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<tr>
<td>2200</td>
<td>IM functions and procedures</td>
<td>WP1, 2100 (partly)</td>
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<tr>
<td>WP3</td>
<td>IM preparation and implementation phase</td>
<td>WP2</td>
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<tr>
<td>3100</td>
<td>IM preparation phase</td>
<td>WP2</td>
<td></td>
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<td>3200</td>
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<td>WP4</td>
<td>Communication</td>
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<td>4xxx</td>
<td>Communication</td>
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<tr>
<td>WP5</td>
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</tbody>
</table>
Advisory Forum: Selection of participants

- The advisory forum will not be a general platform for EETS providers or an open forum
- The participation in the advisory forum
  - Is not a pre-selection or pre-qualification for providing EETS
  - Is not a commitment for the participant to provide EETS in the future
- We have looked for participants with experience:
  - Fleet card companies with experience from interoperable tolling projects
  - Subsidiaries of toll chargers with experience in contract issuing
  - Other companies with relevant tolling experiences (e.g. on direct debiting)
Advisory Forum:
The role

- The Advisory Forum is a pool of experts
  - Fleet card companies with experience from interoperable tolling projects
  - Subsidiaries of toll chargers with experience in contract issuing
  - Other companies with relevant tolling experiences (e.g. on direct debiting)

- The Advisory Forum provides input to the project team, according to the project needs
  - Receive (draft) documents from project team and provide comments
  - Reply to specific questions from the project team

- Possibly participation in workshops on specific subjects

- The Advisory Forum do NOT:
  - Have to agree on one single opinion for all matters
  - Have to approve documents
Advisory Forum: Critical items for interoperability (I)

- Data requirements from EP
  - Defined, „final“ set of data

- Status of EP: Banking licence?

- Autonomous vs. DSRC-Systems
  - The role of the EP change (flow of transactions from EP to TC in autonomous system)
  - Might require different boundaries for the EP/TC interface
  - Complexity can get too high for EP – no commercial basis for huge investments in order to handle complex task

- Autonomous systems: Missing standard for communication from EP-OBU (Proxy) to TC for the tolling transactions

- Standardisation
Advisory Forum: Critical items for interoperability (II)

- Certification
  - The authorisation of EP to provide EETS (as an organisation)
  - Network (of TC) to be EETS-compliant
  - Equipment (OBU, …)
  - Key matter: Define clear criteria for certification at European level

- Limited markets for OBU
  - Ensure attractiveness for manufacturers

- Provision of tolling events (transactions) in real time from EP to TC in autonomous systems
  - Minimal requirement to be defined for communication intervals from OBU (proxy) to TC
  - Required for enforcement
Advisory Forum: Critical items for interoperability (III)

- Bankruptcy of EP
  - Securing payment guarantee
  - Bank sector: Pool for securing the banks, managed by European Central Bank
  - Risks will increase with additional tolling systems
  - Yearly audits for EP

- VAT
  - Consequences of the Intra-Community VAT regulations, changes as of Dec. 2007
  - Promoting reverse charge?

- Enforcement
  - Standardisation of enforcement (data and technology) rules at a European level?
  - Integration of EP in enforcement process? There is a need to define clearly the responsibilities / role of EP
  - Fines must be handled differently than toll payments (substitute toll)
  - Constraints due to data privacy laws
Advisory Forum: Critical items for interoperability (IV)

- Fraud
  - Faked OBUs
  - Principal responsibility of EP, but this can be linked to the processes for degraded mode
    - Why is degraded mode used?
    - The reasons can for example be OBU-Problem (EP in-charge), Problem with Roadside Equipment (TC in-charge) or OBU mounted incorrectly (User in-charge).
  - Who is in-charge of detecting fraud?

- Governance
  - Several matters regulated under other laws (e.g. road signage for toll collection)
  - Management body without any power is generally of little use
  - Organisational models for the management role:
    - EU-Body
    - Consultation procedure, but formal power in Regulatory Committee
WP 01 schedule

- Duration: 6 months (+2 months „pre-start“)
- Official start when contract with the European Commission was signed, 14.12.2007
- To be completed in June 2008

<table>
<thead>
<tr>
<th>Task number</th>
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<td>none</td>
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</tr>
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</tbody>
</table>
Current Status:
WP 01 EETS Basic guidelines

Objectives:
- Verify CESARE III model in relation to the existing national and cross border interoperability EFC schemes
- Draft final EETS basic guidelines (technical, contractual, legal, procedural)
- Verify compliance with the EETS Expert Group recommendations

1.1 Verify the CESARE III model: 100%
1.2 Draft the final EETS basic guidelines: 95%
1.3 Check conformance with the other recommendations: 95%
WP 01 – Task 1100: Verify the CESARE III model

- The first task of WP 01 is mainly a documentation task
- Small subgroups prepared reports from TIS-PL, MEDIA, NORITS/EasyGo, VIA-T, Via Iberica, Swiss and German systems
  - Comparison between the respective system/concept and the CESARE III role model
  - Summary of the key experiences and lessons learned, as seen by the persons involved
- Deliverable D1.1 created
  - Summary of the subgroup reports
  - Subgroup reports are annexes to the deliverable
- The deliverable D1.1 was given to the CESARE IV Steering Committee for approval
- Main purpose: input to the next tasks in project
<table>
<thead>
<tr>
<th><strong>CESARE III</strong></th>
<th><strong>LSVA</strong></th>
<th><strong>MEDIA</strong></th>
<th><strong>NORITS</strong></th>
<th><strong>TIS-PL</strong></th>
<th><strong>German Toll Collection</strong></th>
<th><strong>Via Iberica</strong></th>
<th><strong>VIA-T</strong></th>
</tr>
</thead>
</table>
| **Toll Charging Role** | Principal
Swiss Customs
Transport Service Provider | EFC Operator | EFC Operator | Toll Charger | Federal Republic of Germany
Federal Office for Goods Transport
Toll Collect | Transport Service Provider | Toll Charger |
| **EETS Provision Role** | Swiss Customs
Authorized garages
Payment Means Provider | Contract Issuer | Issuer | Issuer | Toll Collect
Service Provider | Issuer | Service Provider |
| **Service Usage Role** | User | Customer | User | Client | Truck Companies
Driver | User | User |
| **Interoperability Management Role** | not present | MEDIA Association | Support Organisation | Commission de Télépéage | not present | not described | Electronic Toll Committee |
# WP 01 – Task 1100: Example

**Annex: NORITS/EasyGo**

<table>
<thead>
<tr>
<th>Contract·Issuing</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cl.01α</td>
<td>Issue·contract·to·Userα</td>
</tr>
<tr>
<td>Cl.02α</td>
<td>Associate·payment·means·to·OBEα</td>
</tr>
<tr>
<td>Cl.03α</td>
<td>Inform·User·on·serviceα</td>
</tr>
<tr>
<td>Cl.04α</td>
<td>Acquire·vehicle·registration·information.¶</td>
</tr>
<tr>
<td>Cl.05α</td>
<td>Acquire·User·informationα</td>
</tr>
</tbody>
</table>

* = in line with CESARE III

¶ = partly in line with CESARE III
<table>
<thead>
<tr>
<th>EETS-Service-Component and Functions</th>
<th>Description</th>
<th>Comparison: CESARE-III</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cl.01</strong> Issue Contract to User</td>
<td>EETS-Providers (EPs) acting as issuers are in charge of issuing OBEs and contracts to Users</td>
<td>YES</td>
</tr>
<tr>
<td><strong>Cl.02</strong> Associate Payment Means to OBE</td>
<td>VIA-T OBEs are functionally equivalent to credit cards. Most of the EPs are Banks or Bank-related organizations. OBEs are internally considered as any other Payment Means</td>
<td>YES</td>
</tr>
<tr>
<td><strong>Cl.03</strong> Inform User on Service</td>
<td>This is a mission shared by TCs and EPs: ASETA has carried out some promotion and the issuers also inform their customers on VIA-T.</td>
<td>YES but Partly</td>
</tr>
<tr>
<td><strong>Cl.04</strong> Acquire Vehicle Registration Information</td>
<td>No vehicle information is collected by VIA-T issuers</td>
<td>NO</td>
</tr>
<tr>
<td><strong>Cl.05</strong> Acquire User Information</td>
<td>Issuers collect personal information from their clients for other purposes than VIA-T. Neither ASETA nor the TCs get personal</td>
<td>YES but Partly</td>
</tr>
</tbody>
</table>
From CESARE III:
Service Definition - Overview

CESARE III Service Model Overview

Service Components List

- Governance & Certification
- Contract Issuing
- Service Use on Toll Roads
- Service Payment
- Service User Support
- Enforcement
- Promotion
From CESARE III: Contract Issuing - Service Component Model

- OBU activation (it may be done by the Issuer supported on User written authorization)

- Information about EETS
- Issue contract to user
- Issue personalised OBU
- Install OBU (it may be self installation process)

- Vehicle registration data
- User data
- Payment means
- Service definition (periodicity of invoice, level of detail in invoice, paper or electronic invoice, etc)
- Payment (Service&OBU)

- Establish User Record
- Personalise OBE
- Initial DB in OBE

- Confirmation of OBE Activation
From CESARE III: Contract Issuing - Service Component functions

<table>
<thead>
<tr>
<th>EETS SERVICE COMPONENT AND FUNCTIONS</th>
<th>Roles</th>
<th>Interoperability needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONTRACT ISSUING</strong></td>
<td></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>CI.01 Issue contract to user</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.02 Associate payment means to OBE</td>
<td>US</td>
<td>X</td>
</tr>
<tr>
<td>CI.03 Inform user on service</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.04 Acquire vehicle registration information</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.05 Acquire User information</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.06 Establish user record (contract/OBE)</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.07 Establish user payment account</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.08 Personalise OBE</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.09 Initial database in OBE (map, tariffs)</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.10 Issue OBE to user</td>
<td>EP</td>
<td>X</td>
</tr>
<tr>
<td>CI.11 Install and mount OBE</td>
<td>EP/US</td>
<td>X</td>
</tr>
</tbody>
</table>
WP 01: Approach for Task 1200 „Draft EETS Basic Guidelines“

- Specify the EETS basic guidelines, i.e., the rights and duties of the roles
  - A clarification (confirmation) of the responsibilities of each role is required
- Use the Service Definition from CESARE III as a starting point
- Evaluate each task (Service Component Function) listed in the service definition,
  - Is there a need for rules or guidelines for this service component function?
- If yes, prepare a recommendation for the split between:
  - “Necessary Conditions” (mandatory rules - to be reflected in the Decision)
  - “Facilitative Conditions” (recommendations – possibly for Application Guide)
Methodology: Two types of Rules („Conditions“)

**Necessary Condition**

A mandatory rule, reflecting a legal, procedural, functional, technical or informational (data element or data flow) requirement, that has to be fulfilled by each person or entity acting in one of the EETS roles in order to achieve EETS interoperability.

NOTE: A Necessary condition should be reflected in the Decision and will be implemented in each member State either by legislation or by multi- or bilateral contracts.

**Facilitative Condition**

An EETS recommendation described in terms of a legal, procedural, functional, technical or informational (data element or data flow) advice.

NOTE: The EETS recommendation is not required for achieving EETS interoperability but should be implemented as far as possible to give the EETS users (and operators) a harmonised, available and seamless fee collection system on a European level.  
NOTE: A Facilitative Condition may, on a national or regional level, be reclassified up to become a Necessary Condition.
Example of Contribution: Contract Issuing

<table>
<thead>
<tr>
<th>Role (Task)</th>
<th>Service Component</th>
<th>Right/Duty</th>
<th>No.</th>
<th>Condition</th>
<th>Related to EETS functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>SU CI Right</td>
<td>NC 1</td>
<td>The Service User (as defined) shall have access to the EETS by obtaining a contract on non-discriminatory basis.</td>
<td>CI.01</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SU CI Right</td>
<td>NC 5</td>
<td>The Service User’s personal data shall be protected from unauthorized access and use.</td>
<td>CI.06</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SU CI Duty</td>
<td>NC 8</td>
<td>The Service User shall supply the EETS Provider with necessary user and vehicle registration information and shall update such information without delay (including re-measurement and re-classification data).</td>
<td>CI.04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EP CI Right</td>
<td>NC 13</td>
<td>The EETS provider has the right to receive vehicle registration information from EETS user as needed for issuing the EETS contract.</td>
<td>CI.04</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WP 01 Task 1300 - Check conformance with other recommendations

- Expected outcome:
  A verification of EETS conditions with other (previous) documents

- If the EETS basic guidelines of Task 1200 deviate from other key recommendations, then
  - Explain why and accept the difference
  OR
  - Adapt the guidelines from Task 1200

- Results will feed in to the finalization of the EETS basic guidelines
### WP 01 Task 1300 – Documents considered for examination (I)

<table>
<thead>
<tr>
<th>Document</th>
<th>T1300 Analysis</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reports of Expert Groups:</strong></td>
<td></td>
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</tr>
<tr>
<td>EG 1+ 5: Synthesis of the Reports of the Expert Groups 1 and 5 on microwave and satellite technologies for electronic tolling</td>
<td>Yes – EG1</td>
<td>EG1 Important. The EG5 report focuses on ETC using satellite technology and can be substituted by latest reports (EG9 and RCI). It should not be considered.</td>
</tr>
<tr>
<td>EG 2: Definition of parameters to be stored in onboard equipment designed for use with the European Electronic Toll Service</td>
<td>Yes</td>
<td>Important</td>
</tr>
<tr>
<td>EG 3: Recommendations on enforcement (including cross-border enforcement) for the European Electronic Toll Service</td>
<td>Yes</td>
<td>Important</td>
</tr>
<tr>
<td>EG 4: Certification of the equipment related to the Directive</td>
<td>No</td>
<td>No, provided that the TÜV Report covers or answers the relevant questions.</td>
</tr>
<tr>
<td>EG 6: Integration of on-board units into vehicles</td>
<td>Yes</td>
<td>Yes, but minor important.</td>
</tr>
<tr>
<td>EG 7: The Role of Financial Institutions Payment and contractual aspects of EETS</td>
<td>Yes</td>
<td>Important</td>
</tr>
<tr>
<td>EG 8: Final Review of draft UNI DSRC Specifications</td>
<td>No</td>
<td>No relevance. The report focuses on the review of technical aspects of the Italian DSRC interface to ensure the opening of knowledge to manufacturers.</td>
</tr>
<tr>
<td>EG 9: Specification of the EFC application based on satellite technologies</td>
<td>No</td>
<td>No, this report is superseded by subsequent developments in RCI project (RCI Architecture)</td>
</tr>
<tr>
<td>EG 10: Recommendations on enforcement specifications and technologies for the European Electronic Toll Service</td>
<td>Yes</td>
<td>Should be considered together with the EG3</td>
</tr>
<tr>
<td>EG 11: Definition of the EFC Application for the EETS Based on Microwave Technologies</td>
<td>Yes</td>
<td>Should be considered together with the EG1</td>
</tr>
<tr>
<td>EG 12: Security aspects of the EETS</td>
<td>Yes</td>
<td>Important</td>
</tr>
</tbody>
</table>
## WP 01 Task 1300 – Documents considered for examination (II)

<table>
<thead>
<tr>
<th>Document</th>
<th>T1300 Analysis</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Documents from RCI project:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consortium High-Level View on RCI Architecture and Specifications</td>
<td>Yes</td>
<td>Important concerning replacement of EG5 and EG9 reports</td>
</tr>
<tr>
<td><strong>ENCC Final Report (TÜV Report):</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study on the Implementation of a European Network of Certification</td>
<td>Yes</td>
<td>Important concerning replacement of EG4 report. The ENCC Report</td>
</tr>
<tr>
<td>Centres (ENCC) for the purpose of the Single European Service of Electronic Fee Collection</td>
<td></td>
<td>took the recommendations as given by EG4 and developed them further</td>
</tr>
<tr>
<td></td>
<td></td>
<td>towards an organisational concept of EETS certification.</td>
</tr>
<tr>
<td><strong>Arena Project:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARENA_market-based_approach_v1.1.pdf</td>
<td>No</td>
<td>No relevant to the model in study (CESARE III Model).</td>
</tr>
<tr>
<td><strong>MISTER Project:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MISTER Draft Presentation to EC Tolling Regulatory Committee v2.8</td>
<td>No</td>
<td>No, this document is obsolete compared to recent developments in</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RCI project (RCI Architecture)</td>
</tr>
<tr>
<td><strong>VERA-2:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Synthesis document</td>
<td>No</td>
<td>No, VERA II focuses on traffic law. There are different requirements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for toll or toll enforcement laws.</td>
</tr>
<tr>
<td><strong>DG-TREN:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study on economic and social impact of the implementation of Directive</td>
<td>Yes</td>
<td>Yes, but lesser importance - only the conclusions should be</td>
</tr>
<tr>
<td>2004/52/CE on interoperability of electronic fee collection in Europe</td>
<td></td>
<td>considered for review.</td>
</tr>
<tr>
<td><strong>CEN/TC 278:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road transport and traffic telematics — Electronic fee collection —</td>
<td>Yes</td>
<td>Important, this document focuses on many of the themes that are</td>
</tr>
<tr>
<td>System architecture for vehicle related tolling (prEN ISO 17573:2008)</td>
<td></td>
<td>subject of CESARE IV study.</td>
</tr>
</tbody>
</table>
## WP 01 Task 1300 – Example of contribution

<table>
<thead>
<tr>
<th>Reference</th>
<th>Initial Wording</th>
<th>Actual Wording / Remarks</th>
<th>Role Checking</th>
<th>Input Documents Checking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>IM</td>
<td>EP</td>
</tr>
<tr>
<td>TC-FC20</td>
<td></td>
<td>TC may inform the EP in case of non-compliant activity from a user if this is detected by the TC</td>
<td>R</td>
<td>D</td>
</tr>
<tr>
<td>TC-NC17</td>
<td></td>
<td>TC shall inform user on tolling when entering/leaving toll domain</td>
<td>No divergence</td>
<td>No divergence</td>
</tr>
</tbody>
</table>
Next steps

- Complete Task 1200 (Draft EETS basic guidelines) and Task 1300 (Check conformance with other recommendations)

- Integrate inputs from CESARE IV Advisory Forum

- Detailed planning for WP 02 (IM Framework, Functions and Procedures)