

Fourth protocol



LUCY CONE quizzes ASFINAG's ANTON SIEBER about the multidisciplinary CESARE IV project. How does it dovetail with EETS? Who is involved? And will there be a CESARE V?



What is CESARE IV and, presuming it's the natural successor to CESARE I, II and III, what are the main differences?

CESARE IV (Common Electronic Fee Collection System for a Road Tolling European Service) is a project set up by ASECAP (the European Association of Toll Motorways Operators) in co-operation with the Stockholm Group (representing the Road Public Administrations from Finland, France, Germany, the Netherlands, Sweden, Switzerland and the UK) and co-financed by the European Commission.

The objectives of CESARE IV are specifying, designing, developing, promoting and implementing a common interoperable Electronic Fee Collection System (EFC) on European toll roads. The main goal of CESARE IV is to define, according to the European Directive 2004/52, a framework for establishing an interoperable EETS (European Electronic Toll Service), functioning in a coordinated way at the European level, while

allowing the Member States to fasten the pace of their National implementation plans for EETS.

The project scope can be summarised in the following points:

- Define a set of basic guidelines for providing EETS (technical, contractual, legal and procedural);
- Define and establish the Interoperability Management (IM) role;
- Solve open issues (from previous projects), as far as required for a functioning EETS; and
- Define a migration path from the current status to EETS, utilizing the experience from regional projects and RCI.

The fourth and final CESARE IV phase started in December 2007 and will last around 24 months.

The CESARE project started 10 years ago and it is divided into four project phases. Can you tell us a bit more about what the first three phases entailed?

Phase I dealt with service definition, technical and operational interoperability. This phase closed at the end of 1999 with the result of achieving the basic definition of the technical and of the operational interoperability. Phase II was for contractual interoperability and feasibility validation. That phase started in 2001 and ended in February 2002. This second phase touched the different interoperability levels (technical, procedural and contractual) and provided a whole framework for interoperability of the EFC systems based on DSRC (Dedicated Short-Range Communications).

Phase III looked at tenders and system implementation, commencing in April 2005 and finishing in September 2006. CESARE III's main objective was to study the modifications made to the contractual and organisational set of documents drawn up in phase II. This needed to take into account the new actors, which for the first time included countries which have confirmed their participation in a national road toll system, road toll in urban areas and the EFC European directive.

With the third phase a new CESARE model has been introduced and four roles to be performed in the European Electronic Toll Service (EETS) have been identified and put in the following four groups:

- EETS Provision;
- Interoperability Management;
- Service usage;
- Toll charging.

What are phase IV's objectives and have they changed significantly since the days of the previous incarnations of CESARE?

Well, the fourth phase aims at the definition of a framework for establishing an interoperable EETS, functioning in a coordinated way at the European level, while allowing the Member States to fasten the pace of their national implementation plans for EETS. In this way CESARE IV will contribute to the implementation of the Directive 2004/52/EC (Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community).

Of course, CESARE IV's objectives are more specific compared to the previous CESARE phases, which were more focused on studying the technical aspects of Euro-

pean interoperability. Since 2004/2005, after adoption of Directive 2004/52/EC the project is more oriented towards EETS and on legal/fiscal/procedural interoperability.

Could you tell us something about the project partners? What is the balance of public versus private and did you approach them for their involvement or was there some degree of them approaching you?

The CESARE IV project is led by ASECAP and the project partners are represented by 10 ASECAP members: AISCAT (Italy), APCAP (Portugal), ASETA (Spain), ASFA (France), ASFINAG (Austria), DARS (Slovenia), Norvegfinans (Norway), Sund & Baelt (Denmark), TEO (Greece), Toll Collect (Germany) and seven Public Administrations from the following countries: Finland (Ministry of Transport and Communications), France (Ministry of Ecology, Sustainable Development and Special Planning), Germany (Federal Ministry of Transport, Building and Housing), the Netherlands (Ministry of Transport, Public Works and Water Management), Sweden (Swedish Road Administration), Switzerland (Swiss Federal Customs Administration) and the United Kingdom (Department for Transport).

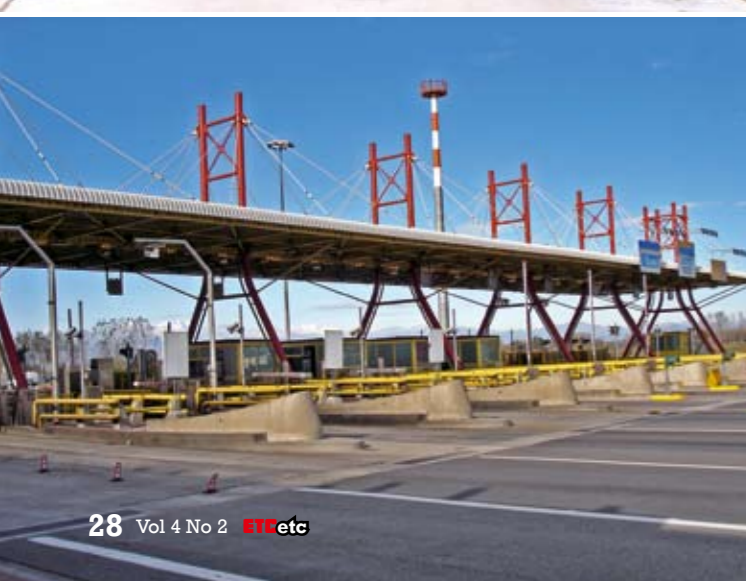
The involvement of ASECAP and the Public Administrations is quite balanced in terms of numbers and participation. Concerning the Public Administrations presence in the consortium, from the beginning of phase IV the European Commission clearly asked for the involvement of the Public Administrations.

Potential EETS Providers are also involved in the CESARE IV Project via an Advisory Forum. The partners in the Advisory Forum are private companies from the financial domain, including both credit card issuers, petrol cards issuers and clearing houses. The initiative to involve these private companies was taken by the CESARE IV Project partners.

CESARE IV's first work package has been completed. The objectives were to draft the final EETS basic guidelines and check that EETS conforms to the Expert Groups recommendations. Were these two crucial elements completed and how did the process 'pan' out?

“CESARE IV is more oriented towards the implementation of EETS and on legal, fiscal and procedural interoperability”





Yes, the EETS basic guidelines were successfully completed in the first work package, WP01. The guidelines are described as Necessary and Facilitative Conditions covering issues like for instance governance of the interoperable EFC systems, certification of EETS equipment and operators, exchange of information between actors, payment procedures and guarantees.

Considerable effort was put into this task by the ASECAP and Stockholm group members, which again resulted in a comprehensive and high quality deliverable. The conformance with the Expert Groups recommendation was a dedicated task in WP01 documented in report D1.3 ("Verification of EETS Guidelines with EG Reports and other CE documents). The conclusions in D1.3 concerning conformance could be summarised in the following: the CIV recommendations covered in the EETS basic guidelines are in most issues conform to the Expert Group recommendations. Only minor differences were identified which are not of major relevance for the EETS service.

What are the objectives and timelines of Work Packages 02 and 03?

WP02, which was finalised at the end of March, focused on the Interoperability Management Role framework, functions and procedure. The Interoperability Management Role (IM) will have to operate within a legal, operational, economical and administrative/organisational framework. WP02 will therefore define this framework and it will also define the functionality of the IM down to a detailed and operational level.

WP03, on the other hand, mainly focuses on IM preparation and implementation and will analyse the establishment of the IM by preparing an Implementation plan. Moreover, WP03 will define a roadmap showing how EFC systems already in operation, as well as new ones, can proceed to offer EETS. The final operational functions and procedures will be created in cooperation with the actors within the IM role. WP03 will follow WP02 and will last until the end of the project in December.

How will CESARE IV be considered a success? What are the deliverables and also how will the success be measured?

CESARE IV is a project co-financed by the European Commission (EC), which is constantly informed about the project's developments and achievements, therefore its success will be based on the EC appreciation and use of the CESARE IV results in the EC Decision and Guidelines for EETS.

CESARE IV partners make every effort to make this fourth phase as successful as possible in terms of contributing to the definition of the EETS and to clarify the legal and procedural aspects of European ETC interoperability.

If we can promote the implementation of EETS, CESARE IV will be a success. We have already seen positive results of this close cooperation between EC and CESARE IV. Following the development and co-operation so far it is our opinion that the CESARE IV project will be a success.

Interoperability is a key word in Europe (we feature it as one of the eight crucial elements that make up the advanced traffic management sector) so what steps have been taken and what future steps will be taken to ensure that CESARE IV is interoperable on all levels of legislation and implementation?

Considerable effort has been put into WP01 on the EETS basic guidelines. Interoperability has been the main focus when preparing the basic guidelines covering both, technical, functional and contractual interoperability. Experience not only from interoperable EFC schemes in operation today but also from other sectors as telecommunication, energy and pan-European transport systems have been used as input to address the interoperability issues including both legislation and implementation.

Work Package 02 particularly focused on legislation, while WP03 is focused on the EETS implementation. Interoperability has always been one of the most important keywords in all the CESARE projects. Four different industry sectors (energy, railways, telecommunications, postal service) have been examined to see how interoperability is existing and working in those areas.

One of the project's objectives is to 'solve open issues from previous projects' - could you give an example of one such issue that CESARE IV has already solved or is in the process of solving?

One of the main issues not solved in previous projects was how to organise the Interoperability Management role in the real world, ie transforming the responsibilities of the abstract role of Interoperability Management

into IM services provided and tasks/procedures performed by real organisations both on a European and national level, giving the IM the required power to manage a pan-European interoperable EFC system. WP02 is now focusing on this and seems to have solved this open issue in a good way seen from the CESARE IV viewpoint.

What does ASECAP bring to the table as project leader?

ASECAP members are the stakeholders which are affected by EETS in their daily core business. Therefore they know very well what can be implemented in practise and what not. ASECAP has been leading the project from the very beginning and has a great deal of experience in the subject of fee collection.

Nevertheless this fourth phase is very interesting and it is already bringing a lot of added value, because it is the first time that ASECAP members have cooperated with a representative of the Public Administrations, it works very well.

If CESARE IV is entirely successful, will there be a need for a fifth iteration?

At present we do not think there is a need for a CESARE V or VI. If the project achieves its goals, mainly concerning the definition of EETS and IM, the whole framework for establishing an European ETC interoperability will be created. ■

For more information, visit the website at www.cesareiv.eu

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