



PROJECT'S HISTORY

CESARE project started in 1998. After the first three phases which dealt with service definition, technical, operational and contractual interoperability, tenders and system implementation, the final fourth phase aims at defining a framework for establishing an interoperable EETS – European Electronic Toll Service, functioning in a coordinated way at European level.



OBJECTIVES AND ORGANISATION

- 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.
- Define a migration path from the current status to EETS, utilizing the experience from regional projects and RCI by working through five working packages.



PARTNERS

The CESARE IV project is led by ASECAP and the project partners are represented by 10 ASECAP members and 7 Public Administrations from Finland, France, Germany, The Netherlands, Sweden, Switzerland, United Kingdom.

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CESARE IV WP01: TASK ACCOMPLISHED, REPORTS READY

Work Package 01, "EETS basic guidelines", has successfully completed its task. WP01 was supposed to draft final EETS basic guidelines (technical, contractual, legal and procedural), to check conformance with EETS Expert Groups recommendations and inputs as well as recommendations from other external sources.

In fact, taking as starting point the Service Definition from CESARE III, WP01 worked on the verification of the CESARE III model in relation to the already existing national and cross border interoperable EFC schemes and considering the experience from the operation of MEDIA, NORITS and VIA IBERICA projects, as well as from some National EFC schemes. Moreover, WP01 worked on evaluating the drafted basic guidelines against the recommendations from the EETS Expert Groups and any other recommendation from the EU Commission, European R&D projects or other sources in order to bring possible divergences to the European Commission's attention.

The Work Package WP01 has been developed in nine months, between December 2007 and July 2008.

Work Package 01 was divided in three Tasks, whose purposes were:

- **T1100:** Verify the CESARE III Model in relation to the existing national and cross border interoperability EFC schemes;
- **T1200:** Set up a draft final EETS Basic Guidelines (Technical, Contractual, Legal and Procedural)
- **T1300:** Check conformance of the EETS Basic Guidelines with EETS Expert Groups recommendations and inputs from other external sources.

Task T1100 consisted of the verification of the roles and functions as defined in the Project CESARE III on the following representative EETS implementations:

- TIS-PL in France;
- VIA-T (Spain) and Via Iberica (a joint initiative between VIA-T and the Portuguese Via Verde ETS systems to achieve an Iberian interoperability);
- NORITS Project in Scandinavia (Denmark, Sweden, Norway);
- The German Electronic Tolling System for trucks (Toll Collect);
- The MEDIA Project (involving France, Italy, Austria and Slovenia);
- LSWA Swiss Truck Charging System

The outcome of this Task is the **Report D1.1**. The aim of this document is to provide a comparative study of the above listed studied Regional ETC systems and the CESARE III framework, in order to check the compliance and feasibility of the different functions.

[to read more, see at page 2]

CESARE IV WP01: TASK ACCOMPLISHED, REPORTS READY

The core activity of WP01 is the Task T1200, regarding the EETS Basic Guidelines, called Conditions in the report. Two types of Conditions were defined:

- A “**Necessary Condition**” is a mandatory rule, described by a legal, procedural, functional, technical or informational requirement, which has to be fulfilled by one of the EETS roles in order to achieve EETS interoperability. **Such Conditions should be included in the EC Decisions.**
- A “**Facilitative Condition**” is a recommendation described by a legal, procedural, functional, technical or informational aspect as a recommendation for EETS implementation. Being not mandatory, Facilitative conditions do also include advice, which facilitate EETS, but do not represent a key requirement.

WP01 decided to carry out **Task 1300** in parallel to Task 1200 as the comparison of T1200 Conditions with the existing documents from EC Experts (including several institutional reports), European Standards and relevant outcomes from other projects should be a feedback for the final definition of the Conditions.

Once a first version of a complete set of Conditions was issued, a separate subgroup was in charge of T1300 by analyzing amongst others, the twelve EC Expert Group documents, the ISO 17573 standard, the ENCC Project Final Report and the RCI Architecture Report. This subgroup issued recommendations that were taken into account in the T1200 discussions and prepared a final report in the form of Report D1.3.

Report D1.2 is the main outcome of WP 01. So far it is regarded as the final outcome of WP01 but the final results of WP02 and WP03 may cause some minor amendments to some of the original WP01 conditions.

The definition, analysis and discussion of the EETS Conditions have been a process with several iterations. Apart from the inputs from the WP01 members, a draft version of the Conditions was also provided to the CESARE IV Advisory Forum, where individual experts from potential EETS Providers participate. The Advisory Forum experts provided comments which were, when considered appropriate, taken as input to the final considerations

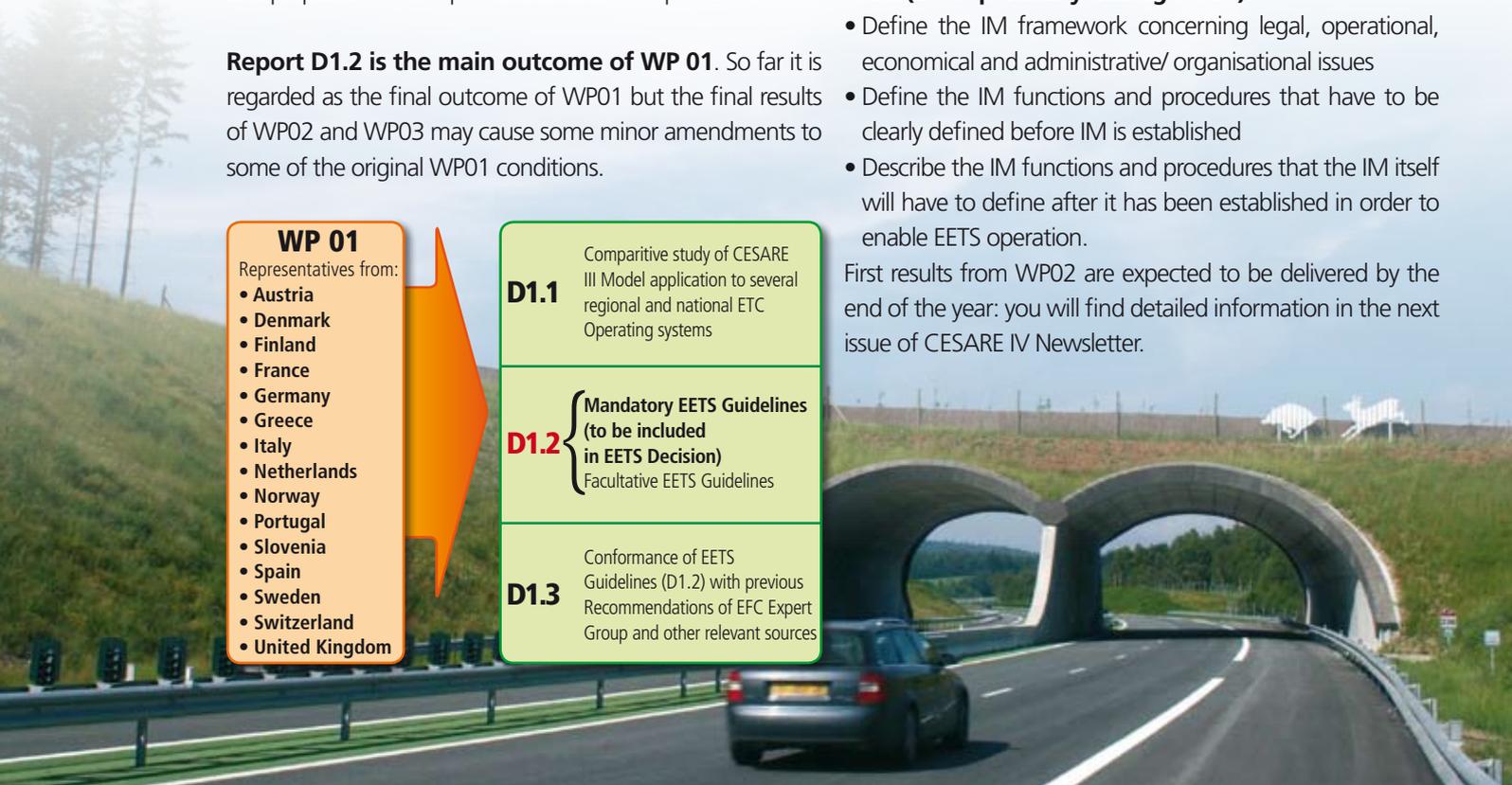
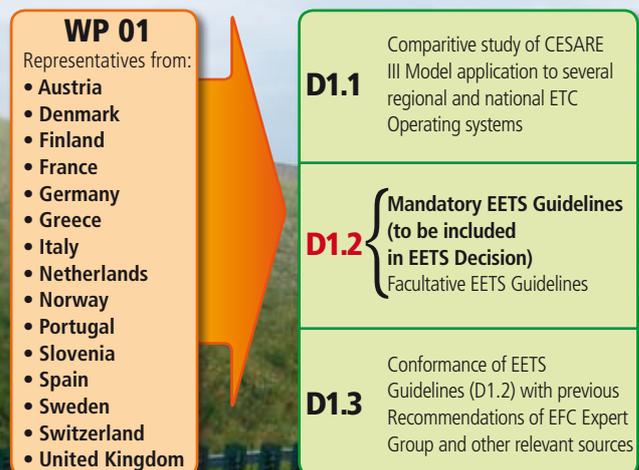
The WP01 work team members believe that the set of Rules/ Conditions as defined in the D1.2 can be a powerful tool for developing the legal and operational framework of EETS. WP01 team also believes that all relevant aspects of EETS have been covered and that the transcription of the Conditions into rules at the legislative levels should be relatively easy.

The WP01 team has been led by Rafael Fando from Spain, with the active participation of Alain Fayard from France, Neil Schofield from United Kingdom and Trond Foss from Norway, together with the extensive contribution of more than 30 participants from the CESARE IV consortium. WP01 Reports have been handed over to the European Commission at the end of July, both DG TREN and ETC committee, as input for the EETS definition and EETS Decision work.

CESARE IV Project is developing well with its further steps: the 1st of July 2008, in fact, **Work Package 02 “IM framework, functions and procedures”** has started working. WP02 is supposed to carry out the following actions related to **IM (Interoperability Management)**:

- Define the IM framework concerning legal, operational, economical and administrative/ organisational issues
- Define the IM functions and procedures that have to be clearly defined before IM is established
- Describe the IM functions and procedures that the IM itself will have to define after it has been established in order to enable EETS operation.

First results from WP02 are expected to be delivered by the end of the year: you will find detailed information in the next issue of CESARE IV Newsletter.



ASECAP DAYS 2008 IN MARRAKECH:

Round Table on EETS and the future ETC orientations in the EU



The XXXVI edition of the Annual ASECAP Days, whose main subject was "European

Road Infrastructures beyond the frontiers: Market, Competition and Sustainable Transport as competition tools for the industry", took place in Marrakech, Morocco, from the 18th until the 21st of May 2008.

A specific session of the Annual ASECAP event was devoted to EETS and ETC developments: in fact, on Tuesday 20th May, a Round Table on EETS and the future ETC orientations in the European Union was held, under the coordination of Mr. Joao Pecegueiro, Chairman of the CESARE IV Steering Committee.

In the first part of the session Mr. Edgar Thielmann from the European Commission, DG TREN, spoke about the ongoing activities in Europe concerning EETS, while Mr. Tore Eriksroed, Project Leader of CESARE IV, illustrated the activities carried out by the project and its future developments and objectives.

A CESARE IV video on the Electronic Toll Collection in Europe was shown during the session; after having briefly described the different ETC systems in Europe with their technologies, the video shows some interviews to heavy lorries' drivers. Interviewed drivers are from France, Spain, Portugal, UK and Belgium. They start talking about toll systems around Europe and about the advantages of ETC, underlining the advantage of driving without the need to stop at the toll stations. They

also explain how many OBUs they have installed and they conclude saying that they find the idea of having only one OBU in order to cross different European countries with different ETC systems being a major step forward.

The CESARE IV video is available on, and may be downloaded from, the CESARE IV web-site, under the section "publications".

The second and final part of the session was structured as a roundtable discussion on the major topics concerning the future European ETC Service, the EETS, taking into account user expectations, trying to analyse National and European legal framework to support EETS, how to conciliate toll and tax charging and how to finance EETS.

The roundtable discussion, moderated by Mr. Pecegueiro with the participation of Mr. Thielmann and Mr. Eriksroed, was enriched by the interventions of Mr. Jean Mesqui and Mr. Jan Tierolf, respectively representing ASECAP and the Stockholm Group in the CESARE IV Project and by Mr. Philippe Lassauce from Axxès, offering the point of view of the future EETS providers.

ITS CONGRESS IN GENEVA:

CESARE IV project leader presentation



The 7th European Congress and Exhibition on Intelligent Transport Systems (ITS) took place in Geneva from the 4th until the 6th of June 2008. The main subject of the ITS 2008 event was "ITS for Sustainable Mobility".

Within session SS12 of the ITS congress, the Project Leader of CESARE IV, Mr. Tore Eriksroed, made an interesting presentation on Operating and managing the EETS and the contractual relationship between the EETS roles.

Mr. Eriksroed illustrated the structure and the objectives of CESARE IV, a project aimed at defining a set of basic guidelines for providing EETS (technical, contractual, legal and procedural), at solving open issues from previous projects, as far as required for a functioning EETS and, as Mr. Eriksroed underlined, a project wishing to move from a theoretical model towards a solution which can work in practice.

Moreover, CESARE IV is working to 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 involved actors in the IM role to finalize the establishment on their own. Concluding his presentation Mr. Eriksroed underlined the following key points:

- Europe needs an efficient road transport system;
- tolls are needed for financing roads and
- EETS is needed to allow for an efficient toll solution for the road users

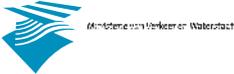
In particular, about EETS, Mr. Eriksroed said that EETS is very complex in itself and that the only way to create an EETS able to work in practice is to reduce complexity as far as possible, thus keeping EETS simple and smart.

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ASECAP members

 AISCAT Associazione Italiana Società Concessionarie Autostrade e Trafori	 APCAP Associação Portuguesa das Sociedades Concessionárias de Auto-Estradas ou Pontes com Portagens	 ASETA Asociación de Sociedades Españolas Concessionarias de Autopistas, Túneles, Puentes y Vías de Peaje	 ASFA Association professionnelle des Sociétés Françaises Concessionnaires ou Exploitantes d'Autoroutes et d'Ouvrages Routiers	 ASFINAG Autobahnen - und Schnellstraßen Finanzierungs - Aktiengesellschaft
 DARS D.D. Družba za avtoceste v Republiki Sloveniji, d.d.	 NORVEGINANS Norske Vegfinansieringsselskapers Forening	 SUND & BAELT Holding A/S	 TEO Fonds Routier National Hellenique	 TOLL COLLECT GmbH

Public Administrations from 7 European countries

 FINLAND Ministry of Transport and Communications	 FRANCE Ministry for Ecology, Energy, Sustainable development and Spatial planning	 GERMANY Ministry of Transport, Building and Urban Affairs	 THE NETHERLANDS Ministry of Transport, Public Works and Water Management	 SWEDEN Swedish Road Administration
 Zoll Douane Dogana Customs	 Department for Transport		 SWITZERLAND Swiss Federal Customs Administration	 UNITED KINGDOM Department for Transport

CONTACTS

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