



**COUNCIL OF  
THE EUROPEAN UNION**

**Brussels, 30 May 2012**

**10473/12**

**TRANS 180**

**INFORMATION NOTE**

---

from: European Commission

to: Council

---

Subject: Transport Council on 7 June 2012

- Information Note from the Commission on the implementation of the European Electronic Toll Service
- 

Delegations will find annexed an information note from the Commission on the above mentioned subject, which will be dealt with under "Any Other Business" at the meeting of the Council (Transport, Telecommunications and Energy) on 7 and 8 June 2012.

**Transport Council on 7 June 2012**  
**Information Note from the Commission on the implementation**  
**of the European Electronic Toll Service**

**1. Introduction**

Directive 2004/52/EC requires the setting-up of a European Electronic Toll Service (EETS) which shall, by means of a single on-board unit, ensure the interoperability throughout the Union of all electronic road toll systems.

EETS will ease the payment of road charges by cross-border users, reduce the cost of the toll collection equipment, facilitate international transport and thus the functioning of the internal market. The Council and the European Parliament, when amending the "Eurovignette" Directive in 2011, have asked the Commission to monitor progress made in its implementation and to endeavour to ensure its availability within the foreseen dates<sup>1</sup>. The Commission is therefore determined to continue to closely monitor developments, including on the basis of Article 258 of TFEU and in the context of the tolling arrangements notified under Article 7(h) of the amended Directive.

The applicable legislation requires EETS to be available for heavy goods vehicles at the latest three years after the entry into force of the Decision and for all other vehicles at the latest five years after. So far no EETS Provider has been officially registered. EETS Providers need a period of time after registration to contract with Toll Chargers and commercialise their services. It thus appears that no EETS provider can be in the position to offer a fully-fledged EETS with a full European coverage for heavy goods vehicles by the deadline set for October 2012. Indications from stakeholders are that in the best case, hauliers would have to wait at least until the end of 2013 before seeing an EETS service with a wide coverage.

---

<sup>1</sup> Recital 31 and Article 7 j introduced by Directive 2011/76/EU amending Directive 1999/62/EC.

## **1. Progress achieved**

Some progress has however been achieved:

- The majority of Member States have fulfilled a part of the obligations set by Decision 2009/750/EC, such as setting up national electronic registers of the tolled infrastructures falling under the scope of Directive 2004/52/EC.
- The toll chargers have made public the general condition for delivering EETS on their infrastructures in so-called EETS Domain Statements, which are the basis for the contractual relationships with EETS Providers.
- About ten organisations have established a professional association of prospective EETS Providers<sup>2</sup>. A number of national authorities responsible for road electronic fee collection have set up an informal group, viz. Stockholm Group<sup>3</sup>, where they actively cooperate and exchange best practice with a view to the deployment of EETS.
- To gain experience in technical interoperability, some Toll Chargers have established joint ventures offering cross-border regional interoperability<sup>4</sup>.

---

<sup>2</sup> AETIS: Association of Electronic Toll and Interoperable Services established 22 December 2011.

<sup>3</sup> Members of the Stockholm Group are authorities from AT, DE, DK, FI, FR, HU, IE, NL, PL, SE, SI, UK plus CH, NO.

<sup>4</sup> EasyGo covering Denmark, Sweden, Norway and Austria. TOLL2GO between Austria and Germany. TIS-PL and VIA-T offering interoperable electronic toll services between toll domains in France and Spain.

But difficulties of financial and operational nature have caused delays. The reasons are:

- The level of commitment and cooperation between the different stakeholders groups have been insufficient and efforts by Member States limited so far to interoperability between networks within their own territory.
- Most Member States still have to complete the national framework such as defining the national registration procedure through which EETS Providers will be formally entitled to start contractual negotiations with Toll Chargers and setting up a Conciliation Body to facilitate mediation between the parties, where necessary.
- A number of running concession contracts might need amendments: For instance toll chargers may need to adjust the toll rates to be able to finance the necessary investments they must do to adapt their infrastructure.
- The aggregated costs for EETS providers, for instance for assessing the interoperability of their equipment and carrying out field tests may constitute a barrier to business entry. The test procedures imposed by Toll Chargers are not harmonised and are too cumbersome.

### **3. Possible steps to accelerate the implementation of EETS**

Member States, the Commission and stakeholders need to accelerate a uniform implementation of EETS by taking the following actions:

- The Toll Committee set up by Directive 2004/52/EC should agree on a "Guidance Note" on the interpretation of concepts referred to in Annex I of Decision 2009/750/EC and to ensure its implementation.
- The Commission will mandate the Coordination Group of the certification bodies foreseen in Article 18 of Decision 2009/750/EC to develop a procedure for "suitability for use" tests in a way which makes the duration and costs of such a procedure as low as possible.

- The Commission will consider setting-up with the stakeholders a comprehensive information sharing platform , providing up-to-date information on EETS through a single point of access on the Internet and organising the exchange and dissemination of best practices among professional stakeholders.
  
- The Commission and the Member States should promote and support a stepwise approach towards full European interoperability through regional cross-border interoperability projects. Electronic toll systems are a component of the Trans-European Networks and therefore eligible to EU financial support. If Member States agree in the TEN Committee, the next TEN-T call for proposals could foresee financial support for such projects.

As indicated in the White Paper, further action, if appropriate, will be examined to put an end to today's situation, where eight different tags and tolling contracts are required to drive unhindered across Europe's tolled roads (point 61).

---