

Directive 2004/52/CE

Where are we now ?

September 2006

European Commission - DG TREN



EFC DIRECTIVE

- 1. THE STATUS OF THE DIRECTIVE
 - Adopted in March 2004 by the Council and in April 2004 by the Parliament
 - In force since end of May 2004
 - Should be put in national legislation for 20 October 2005 : not yet achieved : numerous infringement procedures started



EFC DIRECTIVE

■ 2. THE OBJECTIVE :

- Regulatory frame for the deployment of a unique **European EFC service** in three stages:
 - First stage : definition of the service for 1 July 2006
 - Second stage : HGV and Long Distance Coaches, 3 years after - planned for mid 2009
 - Third stage : all vehicles, 2 years after trucks - planned for mid 2011
- The Directive will not interfere with the pricing policies of the Member States, but the systems implemented should be capable to handle any charging policy decided at national levels



EFC DIRECTIVE

■ 3. THE PRINCIPLES OF THE SERVICE

- basic principle : one single contract - one single onboard unit per vehicle
- Later on : one single invoice ? – but not mentioned in the text
- available on the whole tolled network
- used for whatever toll or fee or tax
- same quality of service in any country, non depending on the country where the contract is signed, the nationality of the vehicle or the driver



EFC DIRECTIVE

■ 4. THE TECHNOLOGIES :

Two basic technologies :

- GNSS / GPRS as a future objective for all systems
- Microwave 5.8 GHz

Plus

- A link to the digital tachygraph
- Other technologies allowed as far as they do not discriminate non-equipped clients

DECISION PROCEDURE





COMITE TELEPEAGE

- Regulatory Committee : Comité Télépéage
- The EFC Expert Group prepares the documents and resolutions proposed for vote in the Regulatory Committee



COMITE TELEPEAGE

- Regulatory Committee limited to the 25 EU Member States with a voting right
- EFC Expert Group : advising group from the 25 MS + candidate countries (HR – RO – BG – TR) + EFTA countries (NO – CH – Iceland) + associations (ASECAP – IRU – ERIC – IRF – ACEA)



ROAD PLATFORM

- The link with the private sector is the

ROAD PLATFORM

launched by the road operators association ASECAP and supported by the EC DG TREN

- Already 8 meetings
- Last meeting : 7 September 2005
- Each of them on a specific topic
- **Registration free at asecap@skynet.be**



Definition process



WORK PROGRAM





Work Program

■ 1. WORKING GROUPS

- Call launched for CVs of experts
- Open until 30 June 2006
- CVs put in a data base where from people are chosen to build a task force
- Around 130 CVs in the data base
- Task forces contracted by EC for limited number of days and very detailed working scope
- Report presented to the COMITE TELEPEAGE



Work Program

■ Working Groups :

- 1. **DSRC technologies** led by Jesper Engdahl (RAPP AG)
 - Report studied by EFC Expert Group 8 June 2005
- 2. **Classification of vehicles** led by Ken Perrett
 - Report finalized February 2005
- 3. **enforcement of offenses** led by Jean Mesqui (ASFA)
 - Report studied by EFC Expert Group 9 June 2005
- 4. **certification centers** (led by Fransisco Soriano - LISITT)
 - Report studied by EFC Expert Group December 2005
- 5. **GNSS/CN technologies for EFC** led by Wolfgang Beier (Toll Collect)
 - Report studied by EFC Expert Group 8 June 2005



Work Program

- 6. **integration of OBU in vehicles**, led by Mike Hollingsworth ACEA
 - Report studied EFC Expert Group December 2005
- 7. **the role of the financial institutions in the system** led by Klaus Philipp (AGES – DE) – starts March 2006
 - Report October 2006
- 8. **Verification of the Telepass Specification**, follow-up of EG 1 , led by Jesper Engdahl
 - Report received September 2005, studied EFC Expert Group March 2006
- 9. **Specifications for a pan-European satellite EFC system** : led by Ian Catling
 - Report received Feb 2006 and studied EFC Expert Group March 2006



Work Program

- 10. **Technologies and specification for enforcement** : led by Joao Pecegueiro (Via Verde – PT)
 - Report received Feb 2006 and studied EFC Expert Group March 2006
- 11. **specifications for a pan-European EFC application on microwaves** led by Bernhard Oehry (RAPP AG)
 - Report received Jan 2006 and studied EFC Expert Group March 2006
- 12. **security of the transactions** to be launched october 2006
- 13. **Synthesis on enforcement** after VERA, EG3 and EG 10 : to be defined



Work Program

■ 2. 1st Commission Decision

- Drafted from the reports of EG 1 – 2 – 4 – 5 – 6 – 8 – 9 – 11
- Submitted to **EFC Expert Group** for discussion on 3 May 2006
- Final draft under internal discussions
- Submitted to the **Comité Télépéage** : December 2006 or January 2007



Work Program

- **2nd Commission Decision** :
 - On the results of CESARE III, dealing with contractual and legal issues
 - Elements from EG 7 to be included
 - Should implement an EETS Management Body
 - Expected at the end of 2006 together with Decision 1

- **3rd Commission Decision**
 - On the results of VERA 2 - EG 3 - 10 - 12 - 13
 - Expected first half of 2007



Work Program

- Time Schedule :
 - From the Directive, a delay of about 1 year is expected for the completion of the elements of definition
 - Information of the council and Parliament will be provided on this issue
 - However, EC estimates that Member States should not go beyond January 2010 for the implementation of the Directive for hauliers



Work Program

■ 3. RCI

- Project for demonstration under the frame of the 6th RTD FP
- Launched in July 2005 for 36 months
- Led by ERTICO and involves most of motorway and toll operators in Europe
- Demonstration of transactions by DSRC as well as GNSS / CN with the same onboard unit
- Two electronic suppliers have been selected to supply prototypes



CESARE III

- 4. Projet between ASECAP (PT – AT – DK – ES – FR – IT – NO – SLO – EL – HR – HU) and the Stockholm group (UK – NL – DE – SV – FI – CH – SLO)
- Follow-up of CESARE I and II
- Cesare II has provided important results for cooperation between road concessionnaires levying tolls
- Results applied in PISTA inside ES and between ES and FR
- CESARE III aims to adapt CESARE II to the needs of the Stockholm group organizations



CESARE III

- **Structure of the project :**
 - **WP 1 and 2** : revise business model and provide service definition
 - **WP 3 and 4** : organisational arrangements and documents for contractual interoperability between operators of all kinds
 - **WP 5** : procedural interoperability
 - **WP 6** : liaison with external bodies like the Comité Télépéage
 - **Ends in October 2006**
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Work Program

- 5. European Network of Certification Centers (ENCC)
- Suggested by the report of EG 4
- Feasibility study on the implementation of the network
 - Onboard units (key issue)
 - Roadside equipment
 - Enforcement tools providing the evidence of the offence
 - Integration of OBU in the vehicles
- Launched October 2006 with TÜV Intertraffic as main contractor
- Comments of the Member States to be provided in 2007



Work Program

- 6. Exception handling
 - VERA 2 leads to :
 - new EC draft Directive
 - Because no MS has started to implement the Council Decision of 8/5/03
 - eNFORCE network : deployment of a first version with AT – ES – FR – NL (**VERA 3**)
 - Certification procedures for the equipment
 - But VERA 2 might be more efficient for criminal offences than for civil ones like EFC
 - Therefore, MS should do their best to fight fraud on their own territory
 - Follow-up with **Expert Group 3**
 - Technologies for enforcement studied by **Expert Group 10**



Work Program

- 7. Socio-economical impact of the Directive
 - Study has been launched
 - Managed by **Ernst and Young (IT)** under a DG TREN framework contract for assistance
 - Results expected December 2006
 - Many interviews of stakeholders performed
 - ASECAP members
 - Stockholm group members
 - Electronic and car industry
 - Financial institutions



Other Applications of the OBU

- EFC is the key issue to introduce ITS services in the vehicles
- Other kinds of applications should be supported
- Starting with Fleet and Freight Management
- DG TREN mostly interested in Road Safety applications
- A feasibility study for the **Management of transport of persons, living animals and dangerous goods** : technical, economical and organizational feasibility – launched 10/2006
- Follow-up of this study in the frame of the « MIP 2 EASYWAY program » 2007 - 2013



Thanks for your attention

Commission Européenne
Direction Générale de l'Énergie et des Transports