



ETS Context in France

TIS PL,
The CESARE IV model
And the future

TIS Functional Scheme: CEN DSRC

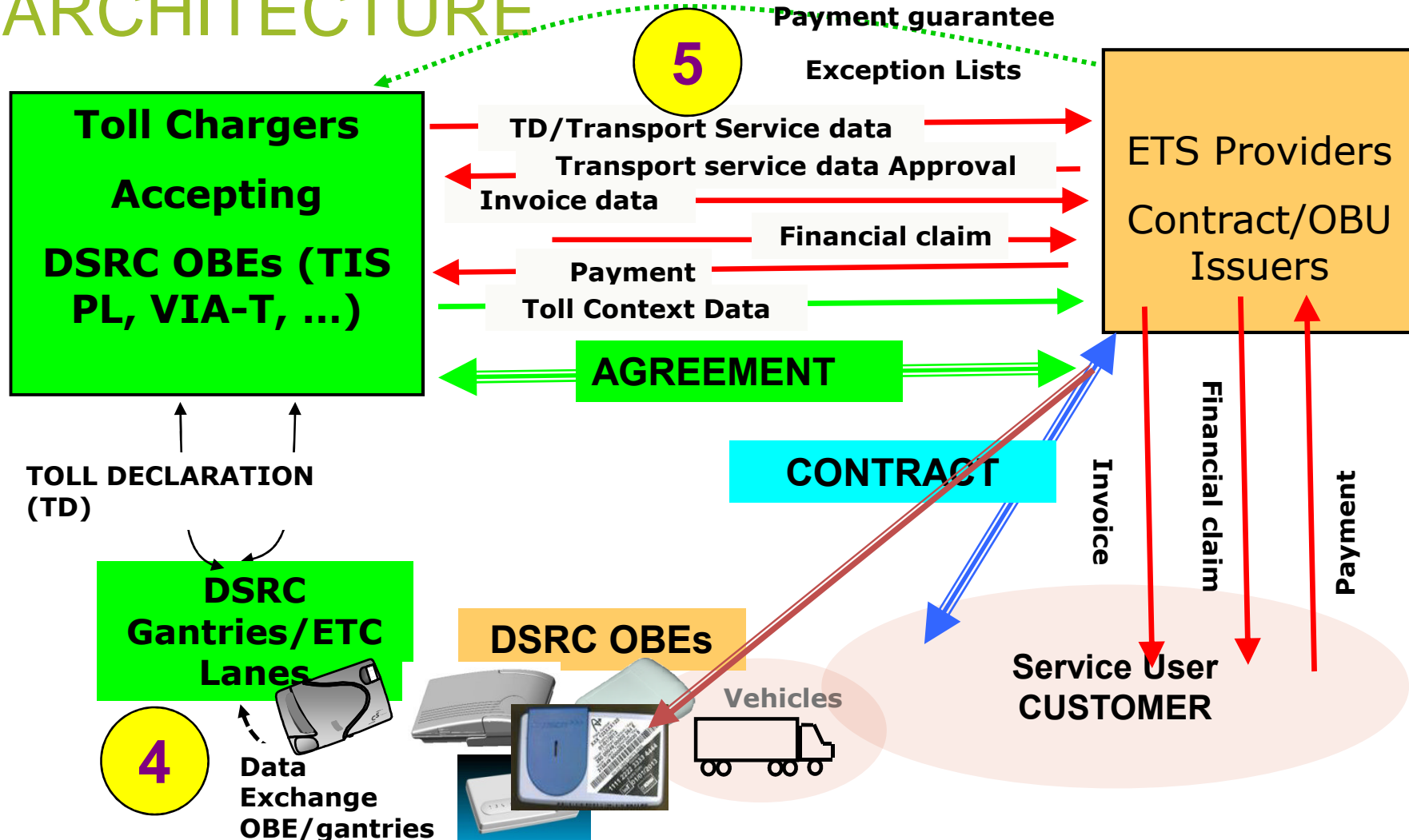


Association Européenne des Concessionnaires d'Autoroutes et d'Ouvrages à Péage



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From ETS to EETS

➔ The TIS PL presently agreed ETSP (Axxès, Eurotoll, Total, DKV) may become EETSP and deliver EETS OBEs to their customers, according to the procedure detailed in the Decision

And, according to existing specifications and procedures

➔ Additional EETS will have to built agreements with TIS PL Toll Chargers

➔ The DSRC interface of the EETS OBEs will have to be “TIS certified”

➔ The “Suitability for use” will have to be verified for interfaces

④ and ⑤



From ETS to EETS

Some points already taken into account in TIS PL context:

- ➔ Separation of ETS P role and Toll Charger role (4 ETSP, 12 TC)
- ➔ Contractual context
- ➔ Financial relationship allowing split of costs between actors (ETS P, Service Users, Toll Chargers)
- ➔ “Security” mechanisms (Authentication, Transaction control, ...)
- ➔ Payment guaranty
- ➔ Vehicle data, contract data, ... as listed in EN 15509
- ➔ One contract, one OBE (for TIS PL and VIA T Context), one invoice



From ETS to EETS

Some Issues to take into account in TIS PL context:

- Updating of the “certification” and “agreement” procedures
- Increasing security mechanisms in an extended networks of actors
- Lack of standards insuring a full compatibility of “new” DSRC modules of OBEs, with the existing RSE (3600)
- Who will supports the costs of EETS implementation ?