



ASFINAG plays an active role in many innovative multilateral interoperability projects

- CESARE IV:** Goal: Defining a framework for establishing an interoperable EETS - European Electronic Toll Service, functioning in a coordinated way at European level
Status: In progress
- RCI:** Goal: Demonstration of the technical feasibility of interoperable OBU prototypes based on DSRC- and GNSS-technology
Status: 2008 successful completed
- MEDIA:** Goal: Establishing a contractual interoperability solution between the involved project partner (AT, IT, FR and SI).
Status: On hold / Compatibility to MEDIA- specifications established



ASFINAG actively pursues bilateral projects with foreign operators

Switzerland

Since 2004 the swiss vehicle equipment (Tripon) is admitted in Austria for toll payment. (solution with two contracts)

Germany

Project to use the German vehicle equipment in Austria is in evaluation. (solution with two contracts)

Scandinavia- EasyGo

Feasibility study in progress (contractual interoperability)



ASFINAG's tolling system is well prepared for future interoperability activities of different kinds

Technical Status – Roadside

Upgrade of the Austrian Road Side Equipment: June 2008
Interoperable Application Profile - EN 15509 (EG11)

Technical Status – On Board Units

Two national and one interoperable types of OBU issued
Interoperable OBU ready for use in other DSRC systems in Europe
Personalisation according Austrian transaction or
Personalisation according interoperable transaction which means
compliant to EN 15509 (EG11)
3rd source OBU certification with TIS PL in progress

Technical Status – Central system

First set of generic system modifications for technical and contractual interoperabilities specified but not yet implemented



Prior activities from ASFINAG's interoperability projects resulted in the following learnings

Assuring constant OBU-Quality of foreign issuers over lifetime and contractual arrangements for that are hot topics for a toll charger

To handle enforcement cases, cooperation between EETS-provider and toll charger is necessary. Therefore the toll charger furthermore needs a small own customer complaints department

With mandatory OBU-equipment and fully equipped users there is little cost reduction expected for the toll charger leaving only little room for compensation for the EETS-provider