

CESARE III PROJECT

INTEROPERABILITY OF ELECTRONIC FEE COLLECTION SYSTEMS IN EUROPE

OBJECT

CESARE (**Common Electronic Fee Collection System for an ASECAP Road Tolling European Service**) is a project set up by ASECAP with the intention of specifying, designing, developing, promoting and implementing a common interoperable Electronic Fee Collection System (EFC) on European toll roads.

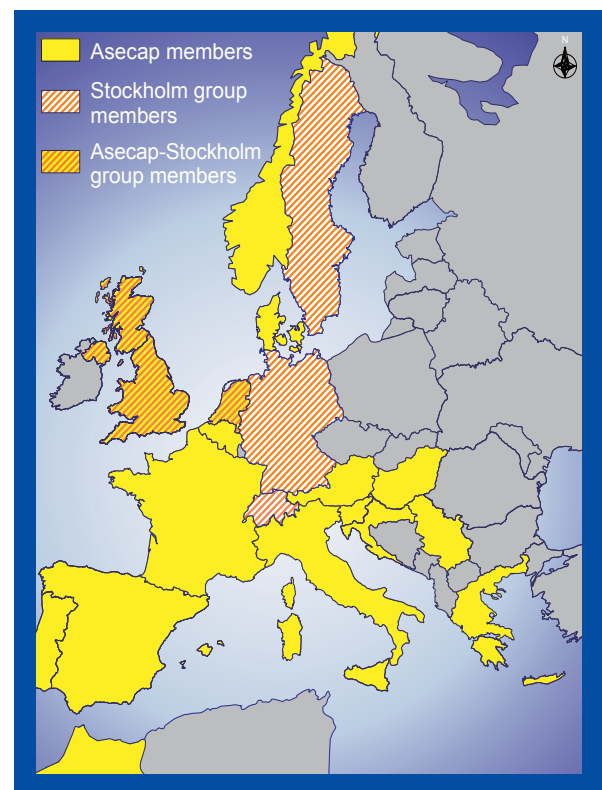
The **final objective** of CESARE is to allow European Users to travel through the overall motorways network and pay for tolls with a unique interface to the service (unique technical and contractual means), obtained by signing a contract with one of the possible providers.

CESARE is one of the two pillars of the **new interoperability targets** (with RCI – the Road Charging Interoperability project – dealing with the technological interoperability of on-board units) in which ASECAP is strongly committed.

Phase 3 of the CESARE project started in April 2005 and was successfully completed in September 2006.

This project amounts to 1,4 M € and is co-funded (50%) by the European Commission / DG-TREN.

The **parties involved** in the project are the ASECAP members and non-ASECAP countries interested in Electronic Fee Collection (the so-called “Stockholm group”).



PROJECT MAIN RESULTS

Business model (see figure 2)

The previous CESARE models used 3 main actors (User, Operator, Issuer); it was agreed that, due to the diversity of situations in the European countries and the number of different definitions used, it was impossible in CESARE III to keep these names.

In consequence, a clearer approach has been introduced and 4 roles to be performed in the

European Electronic Toll Service (EETS) have been identified and put in 4 groups as shown below (**fig.2**):

- Toll Charging
- EETS Provision
- Service Usage
- Interoperability Management

PROJECT MAIN RESULTS

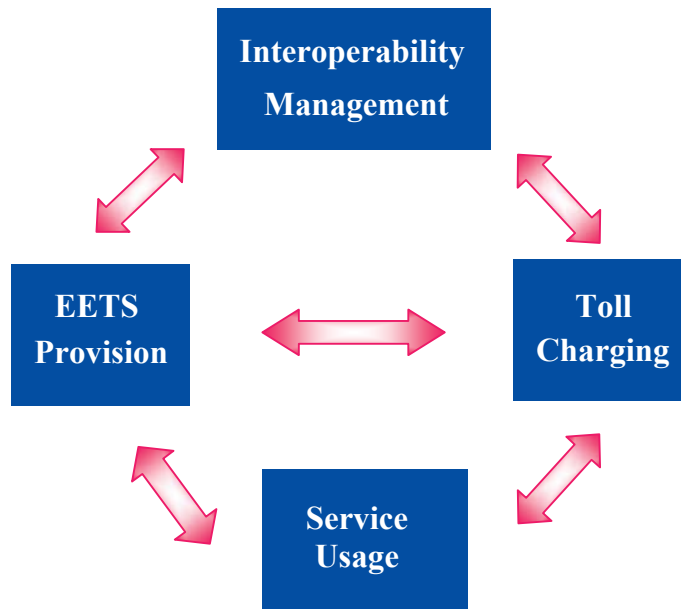


Figure 2: CESARE EETS model

This approach allows flexibility in the implementation process; CESARE III adds a 4th Role in the model, the **Interoperability Management**, highlighting the need to establish and structure a new entity with a regulatory role in the EETS scheme.

The 4 Roles can be defined as follows:

Toll Charging Role

Toll Charging means providing a transport service (often road usage) to a Service User and charge the latter a fee for this (the “toll”). The responsibility for levying toll in a toll domain is part of the Role and results in claiming payment from a third party within the EETS Provision Role.

EETS Provision Role

EETS Provision means providing an on-board equipment (OBE), contracts and payment means

to the EETS users. EETS Provision includes claiming money from the latter users and guaranteed payment for genuine claims received from the Toll Charging Role.

Service Usage Role

Service Usage means taking advantage of the EETS for payment of tolls in the toll domains of the Toll Charging Role.

Interoperability Management Role

Interoperability Management gathers the functionality that deals with overall management of interoperable EFC. This includes rules for interoperability, id-schemes, certification, common specifications, etc.. Therefore this Role represents the regulatory Role of the EETS interoperability scheme.

PROJECT MAIN RESULTS

In the CESARE II model, the main guidelines of the common ETC service were grouped under 4 main service components:

- Service Usage
- Contract Issuing
- Service Payment
- User Support Service.

After the conclusion of phase II, the model had to be revised taking into account the new context (new charging schemes, new enforcement solutions, EC Directive on EFC systems, new actors...).

Accordingly, three new components were added:

- **Promotion** (i.e.: communication and promotion of the EETS through national campaigns and European specific actions)
- **Governance and certification** (i.e.: definition and maintenance of rules and regulation required for interoperability, list of contracting parties, arbitration between members, test and certification policy)
- **Enforcement** (i.e.: identification and organisation of the EETS enforceability aspects; finding solutions to involve all the concerned parties in EETS enforcement activities appeared as the crucial element for a successful implementation of the EETS interoperability)

The project team has issued a detailed definition of all the 7 components (fig.3):

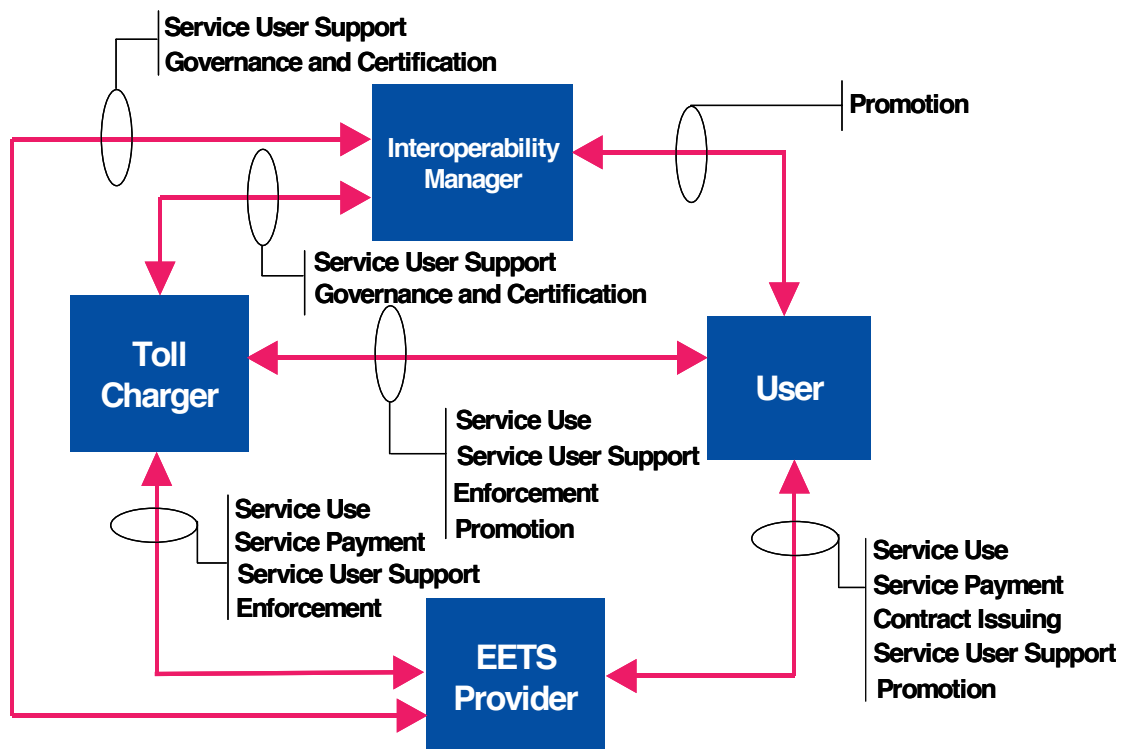


Figure 3: Roles and Service Components



MAIN ORIENTATIONS

CESARE III proved that the interoperability objectives can become a reality in Europe, if a genuine and substantial co-operation between the public and the private sector is ensured.



Member States who have not yet implemented an EETS, based on the approach set out by CESARE III, are advised to establish a national implementation plan facilitating the transition of the EETS obligations, while respecting the open-market requirements of the treaty.

The European Commission, the European Parliament and the EU member states are invited to cooperate with the road charging industry and establish an interoperable EETS, functioning in a coordinated way at the European level, while allowing the Member States to fasten the pace of their national implementation plans for EETS.

For more information, please contact

ASECAP Secretariat
Rue du Luxembourg, 47-51
B-1050 Brussels
T: +32 (0)2 289.26.20
F: +32 (0)2 514.66.28

Relevant links:

<http://www.asecap.com/english/projets-cesare3-en.html>
<http://www.asecap.com/english/projets-rci-en.html>

