

EETS Domain Statement for A/S Storebælt
Registered in the Danish Toll system register
Version 18 December 2014

**Commission
Decision
2009/750/EC**

Definitions and abbreviations:

The list below includes definitions and abbreviations used in this EETS Domain Statement for A/S Storebælt:

Black List	Exemption list including blocked OBEs
DSRC	Dedicated Short Range Communication
EasyGo	Service set-up by a joint venture of toll charges in the three Scandinavian countries and Austria currently using DSRC
EasyGo HUB	The hub to which all EasyGo actors connect and which collects and distributes information between them
EETS	European Electronic Toll Service
EETS Provider	The Provider of EETS services
EETS User	User of the European Toll Services
EFC	Electronic Fee Collection
GNSS	Global Navigation Satellite System
HGV	Heavy Goods Vehicles
JVA	The Joint Venture Agreement between EasyGo and the Toll Chargers
OBE	On Board-Equipment
Toll Charger (TC)	A/S Storebælt, an entity in Denmark responsible for collection of tolls
TSPA	EasyGo Agreement between Toll Chargers and providers of Toll Services
White List	List of the valid EETS Users of the EETS Provider

1. General information

1.1 The Danish Toll system register Vejdirektoratet (The Danish Road Directory)
Niels Juels Gade 13
1022 Copenhagen K, Denmark
<http://vejdirektoratet.dk/EN/aboutus/The%20directorate/Pages/The-Danish-Toll-system-register.aspx>

www.vd.dk/eets

1.2 This document This document is intended solely for EETS Providers in the context of the EETS Decision of the European Commission 2009/750/EC. Fulfilment of the requirements listed below forms the basis for concluding a contract as an EETS Provider in the EETS domain of A/S Storebælt.

A/S Storebælt reserves the right to make changes to the requirements listed below at any time.

In the event of amendments to the statutory framework conditions for the toll or the rendering of the EETS, which underlie these provisions for the EETS domain, these provisions shall be adapted for the EETS domain accordingly.

2 Information about the Toll Charger

2.1 Identification of Toll Charger A/S Storebælt
Vester Søgade 10
1601 Copenhagen V
Denmark
CVR no.:10 63 49 70
www.storebaelt.dk

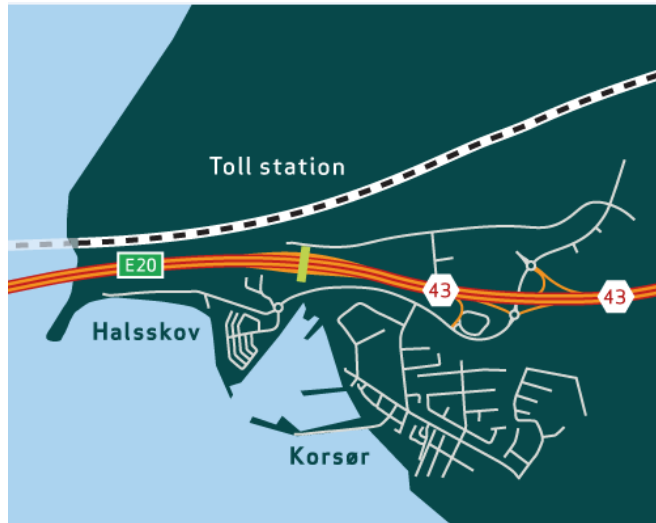
Article 19.1.a-1

- 2.2 Toll Charger contact information A/S Storebælt
Vester Søgade 10
1601 Copenhagen V
Denmark
www.storebaelt.dk
Tel + 45 33 93 52 00
- EETS TC secretary
Vester Søgade 10
1601 Copenhagen V
Danmark
Tel + 45 33 93 52 00
EETSsecretary@sbf.dk
<http://www.storebaelt.dk/omstorebaelt/eets>
- 2.3 Toll Charger general information A/S Storebælt is a subsidiary of the state owned company Sund & Bælt Holding A/S. A/S Storebælt is the owner of the infrastructure in the form of the 18 km long fixed link across Storebælt. The link consists of a suspension bridge, a low level bridge and a tunnel. The link carries both road and railway. The entire link is financed via user payment for the road link and through a fixed annual fee from the rail operator for the rail link.
- A/S Storebælt is a partner of EasyGo® which is a service set-up by a joint venture of Toll Chargers in the three Scandinavian countries and Austria using DSRC. EasyGo® makes it possible to use the same OBE as means of payment at all toll stations in Denmark, Norway, Sweden and Austria.
- EasyGo® has been established by the parties to meet the requirements and possibilities given in the EFC Directive (Directive 2004/52/EC) and the EETS decision (2009/750/EC) on a common European Electronic Toll Service (EETS).
- For details see: <http://easygo.com/nb/om-easygo/dokumenter>; Annex 901 An introduction to EasyGo.
- 2.4 Legal basis Lov om Sund og Bælt Holding A/S (Law on Sund & Bælt Holding A/S)
Lov nr. 588 af 24/06/2005 § 16 (Law no. 588 of 24/06/2005 § 16)
<https://www.retsinformation.dk/Forms/R0710.aspx?id=22457>
- EFC Directive 2004/52/EC and Commission Decision 2009/750/EC
Danish legislation regarding the directive (only available in Danish):
<https://www.retsinformation.dk/Forms/R0710.aspx?id=133834>
- Toll Chargers and EETS Providers shall also satisfy other applicable legal requirements.

2.5 Layout map



2.6 Geographical description of the EETS domain The Storebælt toll road is situated on E20 between Halskov on Zealand (east) and Nyborg on Funen (west). From east, the toll obligation incurs upon passage of exit 43 and from west on passage of exit 44. The toll station is located at Halskov where tolls for both directions are collected. Article 19.1.a-3



2.7 Nature of toll and levy principles The toll is: Article 6.b

- a fee including VAT. The VAT currently applied to the toll is 25 per cent
- a point charge for driving through the toll plaza
- based on a combination of vehicle class, length and height
- applicable 24/7 throughout the year without modulation.

2.8 Vehicles liable to toll All vehicles are liable to pay toll. Article 6.c

2.9 Classification parameters EU vehicle classes (up to 3.5 t or over 3.5 t) in combination with the measured length and height of the vehicle.

2.10 Vehicle classes Motorcycles and passenger cars under 3 m
 Motorcycles (with trailer) and passenger cars 3–6 m
 Passenger cars (with trailer) over 6 m

- Vans (max 3.5 t)
- Up to 6 m
 - Over 6 m and under 2.7 m high
 - Over 6 m and under 2.7 m high
- Lorries (over 3.5 t – 60 t)
- Up to 10 m
 - 10–20 m
 - Over 20 m
- Buses
- Up to 6 m
 - Over 6 m and under 2.7 m high
 - 6–10 m and over 2.7 m high
 - Over 10 m and over 2.7 m high

2.11 Tariff classes

The tariff classes and actual prices are stated on the website of A/S Storebælt: <http://www.storebaelt.dk>

Discounts are available and are described on the website. The majority of the discounts will be given automatically without prior knowledge about the individual EETS User. If it is relevant for the EETS Provider to support all kinds of discounts towards its EETS Users, there will be further requirements regarding exchange of additional information between the Toll Charger and the EETS Provider. These issues will have to be agreed upon.

3 EETS Provider application

3.1 Application procedure

An EETS Provider who wants to deliver EFC service has to send an official application to the Toll Charger A/S Storebælt. The application must include information regarding

- (i) the identity of the EETS Provider,
- (ii) the financial status of the EETS Provider,
- (iii) the service the EETS Provider intends to provide,
- (iv) EETS registration status, and
- (v) detailed description regarding the OBE which will be offered.

The EETS Provider has to comply with the requirements to EETS Providers set out in the EFC Directive 2004/52/EC and Commission Decision 2009/750/EC.

The Toll Charger will process the application and, if relevant (i.e. if the EETS Provider wishes to become EasyGo Provider), present it to the EasyGo steering committee.

The EETS Provider will be presented to the terms for entering into an agreement. This includes legal and commercial terms, the technical specifications for data exchange and the tests to be performed. The agreement will be based on the contractual framework of EasyGo® supplemented by the special requirements applicable to EETS Providers. For detailed information regarding the contractual framework see: <http://easygo.com/nb/om-easygo/dokumenter>; Annex 401 Overview of annexes to contracts JVA and TSPA.

4 Technical conditions

4.1 Technology used for tolling	<p>DSRC 5.8 GHz</p> <p>The DSRC profiles used for communication are the profiles in use in EasyGo®, PISTA, BroBizz, ØresundBizz, AutoPASS, GO Box and EN15509. These profiles are all supported by the road side equipment.</p> <p>For details concerning the technology and RSE requirement, see: http://easygo.com/nb/om-easygo/dokumenter; Annex 202 OBE & road side equipment including sub-Annexes A–E.</p>	Article 19.1.a-2
4.2 Toll transaction policy	<p>Storebælt is currently a DSRC-based toll station with barriers.</p> <p>Before the barrier opens, the vehicle has been controlled for valid payment. When a vehicle with an OBE is registered, a control is carried out to determine if it is a known EETS Provider and if the OBE is valid. If the OBE is valid the barrier opens and information about the OBE and price will be passed on to the EETS Provider according to the agreed procedures and data formats.</p>	Annex 1 – article 2.a
4.3 Toll declarations required	<p>N/A (GNSS only)</p>	Article 6.e
4.4 Data exchange – the EasyGo HUB	<p>The communication between the EETS Providers and the Toll Chargers takes place via the EasyGo HUB which collects, validates and merges files and forwards the information to the correct EETS Providers/Toll Chargers. The EasyGo HUB acts as an interconnecting collection and forwarding system between the connected Toll Chargers and EETS Providers.</p> <p>Data exchange between the EasyGo HUB, Toll Chargers and EETS Providers is based on an FTP transfer through an encrypted VPN tunnel. The public internet is used as the underlying communication media. The EasyGo HUB and the central systems of the connected Toll Chargers and EETS Providers shall be connected to the internet with the capacity and security architecture that is required to perform a smooth and secure operation of EasyGo®</p> <p>Each Toll Charger and EETS Provider is connected directly to the EasyGo HUB and has designated folders.</p> <p>For detailed description, see http://easygo.com/nb/om-easygo/dokumenter; Annex 201 Requirements for central systems and EasyGo HUB.</p>	

4.5	Data exchange procedures	<p>Exchange of data is based on the procedures and format of EasyGo®</p> <p>The following data are exchanged:</p> <ul style="list-style-type: none"> • EFC toll context data detailed in parameter list (actor table file, toll stations table file and issuer table file. • Validity lists (Black Lists/exception lists, White Lists/HGV lists and security keys) • Transferring and validating transactions (transit detail files) <p>EFC toll context data are exchanged periodically. All other files are exchanged daily. For detailed description, see http://easygo.com/nb/om-easygo/dokumenter; Annex 201 Requirements for central systems and EasyGo HUB, Annex 202, 203 Technical requirements data formats and interface specifications and Annex 208 Requirements for VPN access to the EasyGo HUB.</p> <p>In order for the Toll Charger to be able to handle certain discounts towards its EETS Users, it will be necessary to exchange further information. Such information will have to be agreed upon.</p> <p>Exchange of information regarding customer complaints must be agreed upon on the basis of the EasyGo procedures.</p>	Annex 1 (2(b))
4.6	Exemption lists	<p>The control in respect of EETS Providers is primarily based on a Black Lists (exemption list including blocked OBEs) and secondarily on a White List for handling of exemptions.</p>	Annex 1 (2)
4.7	Degraded modes	<p>The possibility for manual entering of data can be agreed upon as a supplement to automatic procedures based on a White List.</p>	
4.8	Security functions	<p>The general EasyGo security policy must apply. For details see http://easygo.com/nb/om-easygo/dokumenter, Annex 103 EasyGo security policy.</p> <p>The exchange of security keys is to be done according to the EasyGo procedures.</p> <p>The need for authentication of OBE and transactions must be agreed upon.</p> <p>For detailed description, see http://easygo.com/nb/om-easygo/dokumenter; Annex 201 Requirements for central systems and EasyGo HUB, Annex 203 Technical requirements data formats and interface specifications and Annex 205 Key distribution</p>	
4.9	Performance level	<p>The quality of the performance is monitored daily on the basis of a number of key parameters. This is done according to the EasyGo Quality Assurance system.</p> <p>The main quality requirements to performance are the amount of OBEs from an EETS Provider that can be read automatically without manual interference. The requirement is met in the event of a correct reading of 99.9 per cent.</p>	

Moreover, requirements apply in respect of exchange of data within agreed time schedules and the validity hereof. Further, tailor-made quality issues can be agreed upon.

For detailed information regarding the EasyGo Quality framework, see:
<http://easygo.com/nb/om-easygo/dokumenter>; Annex 307 EasyGo Quality system

- 4.10 Test procedures (suitability for use) EasyGo test procedure for accepting an EETS Provider. For detailed description, see <http://easygo.com/en/about-easygo/documents>; Annex 206 EasyGo test strategy, Annex 207 Interface test specification. Central systems – EasyGo HUB and Annex 903 Specification for EETS suitability for use test in EasyGo
- 4.11 Modalities for the supply of localisation augmentation signals N/A (GNSS only)

5. Commercial conditions

When the Toll Charger has processed the application of the EETS Provider as further set out under section 3, the Toll Charger and the EETS Provider shall enter into an agreement based on the contractual framework of EasyGo® supplemented by the special requirements applicable to EETS Providers. The said documents contain the contractual framework for the cooperation and will include amongst others the following:

5.1 EETS User Responsibility

The EETS Provider has the contractual relationship with the EETS Users. Consequently, The EETS Provider is responsible for the collection of the toll and the EETS Provider is liable for the payment of the toll towards the Toll Charger. The minimum set of clauses of the agreement between the EETS Provider and the EETS Users are set out in Annex 301.

The EETS Provider shall at an agreed frequency provide a Black List at its own expense and risk which can be used to identify the OBE of the EETS Provider that are no longer accepted. The EETS Provider shall provide information on the contractual data of its EETS Users at its own risk and expense. The invoicing specifications are set out in Annex 304.

The EETS Provider shall handle complaints from the EETS Users. The principles for handling of customer relations and complaints are set out in Annex 302.

5.2 Fixed Charges	<p>The EETS Provider shall pay the costs related to the implementation in the system of the Toll Charger and to the testing and certification of the EETS Provider's OBE.</p>	Annex 1 (2(d))
	<p>In the operational phase, the EETS Provider shall pay its own costs related to any change in the technical specifications and other requirements caused by the Toll Charger or EasyGo®.</p>	
5.3 Guarantee or equivalent	<p>A bank guarantee or equivalent financial instrument is required based on the principles in Commission Decision 2009/750/EC, i.e. the amount shall not exceed the average monthly toll transaction amount paid by the EETS Provider for the toll domain.</p>	Annex 1 (1)
	<p>The EETS Provider may suggest alternative solutions to provide payment security. Acceptance of alternatives will – among other things - be based on the creditworthiness of the EETS Provider and the associated costs.</p>	
	<p>Other terms regarding guarantee and payment conditions are subject to negotiation between the Toll Charger and the EETS Provider.</p>	
5.4 Invoicing conditions	<p>Basis for settlement between the Toll Charger and the EETS Provider are the accepted transaction lines sent from the Toll Charger to the EETS Provider according to the technical definitions.</p>	Annex 1 (2(c))
	<p>General terms for invoices:</p>	

	<p>Currency: DKK Invoice language: Danish Invoicing frequency: On a weekly basis</p> <p>Other terms regarding guarantee and payment conditions are subject to negotiation between the Toll Charger and the EETS Provider.</p>	
5.5	<p>Payment terms</p> <p>Current week + 8 days for settlement between Toll Charger and the EETS Provider.</p> <p>Other terms regarding guarantee and payment conditions are subject to negotiation between the Toll Charger and the EETS Provider.</p>	Annex 1 (2 (c))
5.6	<p>Requirement for handling EETS Users</p> <p>The EETS Provider must ensure that the EETS Users are treated as local users according to EasyGo® common service definitions:</p> <ul style="list-style-type: none"> • Annex 301 Minimum set of clauses of the agreement between EETS Provider and EETS User • Annex 302 Principles for handling of customer relations and complaints. • Annex 303 Currency selection principles • Annex 304 Invoicing specifications. <p>For detailed descriptions, see http://easygo.com/nb/om-easygo/dokumenter</p>	
5.7	<p>EETS Provider's remuneration conditions</p> <p>To be negotiated between the Toll Charger and the EETS Provider.</p> <p>The number of transactions as well as the ability of the EETS Provider to fulfil the level of service and quality required will be part of determining the amount of remuneration.</p> <p>Further, additional services can be agreed and priced separately.</p>	Annex 1 (2 (e))
6.	Additional information	
6.2	<p>Enforcement Article 4-10</p> <p>The cooperation between Toll Charger and EETS Provider on their enforcement efforts according to article 4-10 of the EETS-decision to be agreed.</p>	

7. Document history

7.1	Date of first appearance of this entry into the register	8 October 2010
7.2	Last update	19 December 2014
7.3	Next review	First quarter 2015
