

EETS Domain Statement for DARS

Registered in the Slovenian Toll system register Version

01 04 2018


Definitions and abbreviations:

The list below includes definitions and abbreviations used in this EETS Domain Statement for of DARS:

Black List	Exemption list including blocked OBEs
DarsGo	The electronic multilane free flow tolling system on the Slovenian motorway network using CEN DSRC technology
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, Dars is a member of EasyGo joint venture from February 2018, as a Limited Party.
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)	DARS owned by the Slovenian State
TSPA	EasyGo Agreement between Toll Chargers and providers of Toll Services
White List	List of the valid EETS Users of the EETS Provider

Headline	Text	Commission Decision 2009/750/EC
1. General Information		
1.1 The Slovenian Toll system register	Ministry of Infrastructure: http://www.mzi.gov.si/si/delovna_podrocja/kopenski_promet/sektor_za_ceste/drzavne_ceste/	
1.2 This Document	<p>This document is intended solely for EETS Providers in the context of the EETS Decision of the European Commission 2009/750/EC for vehicles > 3,5 t maximum permissible weight, which are a subject to a distance related toll which is collected by the DarsGo System. Fulfilment of the requirements listed below forms the basis for concluding a contract as an EETS Provider in the EETS domain of DARS</p> <p>Note: All other vehicles are subject to a time dependent vignette. For these vehicles < 3,5 t mpw this Toll Domain Statement does not apply.</p> <p>DARS reserves the right to make changes to the requirements listed below at any time.</p> <p>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.</p>	

Headline	Text	Commission Decision 2009/750/EC
2. Information about the Toll Charger		
2.1 Identification of Toll Charger	Motorway Company in the Republic of Slovenia (hereinafter referred to as DARS d.d.)	Article 19.1.a-1
2.2 Toll Charger contact information	Motorway Company in the Republic of Slovenia Ulica XIV. divizije 4 3000 Celje Slovenia www.dars.si tel: +386 3 426-40-71 info@darsgo.si	
2.3 Toll Charger general information	<p>DARS, Motorway Company in the Republic of Slovenia is a joint-stock company. The company was established by law and entered in the companies' register on 7th December 1993. All shares of DARS are owned by Republic of Slovenia.</p> <p>DARS is a limited partner of EasyGo® consortium which is a service set-up by a joint venture of Toll Chargers in three Scandinavian countries, Austria and Slovenia using DSRC technology. The EasyGo® platform makes it possible to use the same OBE as means of payment at all toll stations in Denmark, Norway, Sweden, Austria and Slovenia.</p> <p>The EasyGo® consortium has been established 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/en/about-easygo/documents</p>	
2.4 Legal Basis	DARS d.d., Motorway Company in the Republic of Slovenia was established by law. The amended Slovenian Motorways Company Act was approved in 2010 and published in Official gazette RS no. 97/2010 and 40/2012 Toll Chargers and EETS Providers shall also satisfy other applicable legal requirements.	

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2.5 Layout Map		Article 19.1.a-3
2.6 Geographical description of the EETS domain	<p>The toll is based on the use of the toll road network, which consist of the whole highway network in Slovenia with a length of approximately 618 km by a motor vehicle subject to tolls. For the DarsGo System the entire toll road network is divided into toll sections between each entry and exit, for which the toll fee due for each individual toll section being collected separately. The prerequisite for proper toll payment is the obligatory carriage of a licensed and correctly functioning as well as permanently and properly mounted On-Board Unit (DarsGo Unit).</p>	Article 19.1.a-3
2.7 Nature of toll and levy principles	<p>The toll is:</p> <ul style="list-style-type: none"> • distance based, dependent on distance on the tolled road being used; • the number of axles of the vehicle; • the EURO emission class of the vehicle. <p>The toll is levied by an electronic multilane free flow toll system using CEN DSRC.</p>	Article 6.b
2.8 Vehicles liable to toll	<p>All vehicles weighing over 3,500 kg of maximum permissible weight are liable to pay toll.</p>	Article 6.c
2.9 Classification parameters	<p>The number of axles and EURO emission class of the vehicle.</p>	

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2.10 Vehicle classes	<ul style="list-style-type: none"> •R2: The vehicles with two axles whose maximum permissible weight exceeds 3,500 kg (to be implemented later) •R3: The vehicles with three axles whose maximum permissible weight exceeds 3,500 kg (until class R2 will be implemented, class R3 covers also the vehicles with 2 axles > 3,500 kg maximum permissible weight) •R4: The vehicles with more than three axles whose maximum permissible weight exceeds 3,500 kg <table border="1" data-bbox="453 656 1098 1218" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="453 656 563 730">Toll class</th> <th colspan="4" data-bbox="563 656 1098 730">EURO emission class</th> </tr> </thead> <tbody> <tr> <td data-bbox="453 730 563 972">R3 (1st toll class)</td> <td data-bbox="563 730 695 972">E0-3 (emission class EURO 0 - III)</td> <td data-bbox="695 730 828 972">E4 (emission class EURO IV)</td> <td data-bbox="828 730 960 972">E5 (emission class EURO V)</td> <td data-bbox="960 730 1098 972">EEV, E6 (emission class EURO EEV and EURO VI)</td> </tr> <tr> <td data-bbox="453 972 563 1218">R4 (2nd toll class)</td> <td data-bbox="563 972 695 1218">E0-3 (emission class EURO 0 - III)</td> <td data-bbox="695 972 828 1218">E4 (emission class EURO IV)</td> <td data-bbox="828 972 960 1218">E5 (emission class EURO V)</td> <td data-bbox="960 972 1098 1218">EEV, E6 (emission class EURO EEV and EURO VI)</td> </tr> </tbody> </table>	Toll class	EURO emission class				R3 (1 st toll class)	E0-3 (emission class EURO 0 - III)	E4 (emission class EURO IV)	E5 (emission class EURO V)	EEV, E6 (emission class EURO EEV and EURO VI)	R4 (2 nd toll class)	E0-3 (emission class EURO 0 - III)	E4 (emission class EURO IV)	E5 (emission class EURO V)	EEV, E6 (emission class EURO EEV and EURO VI)	
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2.11 Tariff classes	The tariff classes and current prices are stated on the website: https://www.darsgo.si/portal/																

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3. EETS Provider application		
3.1 Application procedure	<p>An EETS Provider who wants to deliver EFC service has to send an official application to DARS. The application must include at least information regarding</p> <ul style="list-style-type: none"> (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. <p>DARS reserves the right to request additional information and/or documents.</p> <p>The EETS Provider has to comply with the requirements to EETS Providers set out in the Directive 2004/52/EC and Commission Decision 2009/750/EC.</p>	

Headline	Text	Commission Decision 2009/750/EC
4. Technical conditions		
4.1 Technology used for tolling	<p>DSRC 5.8 GHz according to CEN TC 278 Standard.</p> <p>The Slovenian system is using the profile EN15509, supporting both security levels.</p> <p>For the interoperable EasyGo service the profile EN 15509 is used.</p> <p>For details concerning the technology and RSE requirement, see: http://easygo.com/en/about-easygo/documents ; Annex 202 OBE & road side equipment including sub-Annexes A–E.</p>	Article 19.1.a-2
4.2 Toll transaction policy	The toll is collected via a multilane free flow tolling system without barriers	Annex 1 – article 2.a
4.3 Toll declarations required	N/A (GNSS only)	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 are connected directly to the EasyGo HUB and have designated folders.</p> <p>For detailed description, see http://easygo.com/en/about-easygo/documents; Annex 201 Requirements for central systems and EasyGo HUB.</p>	

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4.5 Data exchange procedures	<p>Exchange of data is based on the current 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/en/about-easygo/documents ; 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	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.	Annex 1 (2)
4.7 Degraded modes	The possibility for manual entering of data can be agreed upon as a supplement to automatic procedures based on a White List.	
4.8 Security functions	<p>The general EasyGo security policy must apply. For details see http://easygo.com/en/about-easygo/documents ; Annex 103 EasyGo security policy.</p> <p>The exchange of security keys is to be done bilateral between Toll Charger and Service provider according to the EasyGo procedures. The need for authentication of OBE and transactions must be agreed upon.</p> <p>For detailed description, see http://easygo.com/en/about-easygo/documents ; Annex 201 Requirements for central systems and EasyGo HUB, Annex 203 Technical requirements data formats and interface specifications and Annex 205 Key distribution</p>	

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4.9 Performance level	<p>The quality of the performance is monitored daily on the basis of a number of key parameters (mainly toll collection ratio). 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. 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.</p> <p>For detailed information regarding the EasyGo Quality framework, see: http://easygo.com/en/about-easygo/documents ; Annex 307 EasyGo Quality system</p>	
4.10 Test procedures (suitability for use)	<p>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</p>	
4.11 Modalities for the supply of localization augmentation signals	N/A (GNSS only)	

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5. Commercial conditions		
	<p>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 all special requirements applicable to EETS Providers. The said documents contain the contractual framework for the cooperation and will include amongst others the following:</p>	
5.1 EETS User Responsibility	<p>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. DARS reserves the right to add further clauses in the negotiations.</p> <p>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 Slovenian invoicing specifications will be integrated in Annex 304.</p> <p>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.</p>	
5.2 Fixed Charges	<p>The EETS Provider shall pay all 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> <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®. DARS reserves the right to claim additional actual costs.</p>	Annex 1 (2(d))

Headline	Text	Commission Decision 2009/750/EC
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> <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>	Annex 1 (1)
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> <p>General terms for invoices: Currency: EUR Invoice language: Slovenian Invoicing frequency: On a bi-weekly basis</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))
5.5 Payment terms	<p>The EETS Provider is obligated to pay the entire amount in the gross value of the services into the bank account of Toll Charger within 14 calendar days</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))

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5.6 Requirement for handling EETS Users	<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 304 Invoicing specifications. <p>DARS reserves the right to delete or to add further clauses in any of these documents in the negotiations.</p> <p>For detailed descriptions, see http://easygo.com/en/about-easygo/documents</p>	
5.7 EETS Provider's remuneration conditions	<p>To be negotiated between the Toll Charger and the EETS Provider.</p> <p>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))

Headline	Text	Commission Decision 2009/750/EC
6. Additional information		
6.2 Enforcement	The cooperation between Toll Charger and EETS Provider on their enforcement efforts according to article 4-10 of the EETS-decision to be agreed.	Article 4-10
7. Disclaimer		
	DARS reserves the right to change this Toll domain statement at any time without prior notice. DARS reserves the right to change, to replace or not to use any of the mentioned reference documents within this document. DARS intends to follow the mentioned references to EasyGo. These references will be adapted to the DarsGo system where needed. DARS will take into account relevant legislation of the Republic of Slovenia in all procedures and documents covered by this EETS Domain Statement.	
8. Document history		
8.1 Date of first appearance of this entry into the register	01. 04. 2018	
8.2 Last update	01. 04. 2018	
8.3 Next review	not defined yet	