

The integration of EETS, a national toll collection system (AutoPASS) and a national Road Use Charging system for heavy goods vehicle

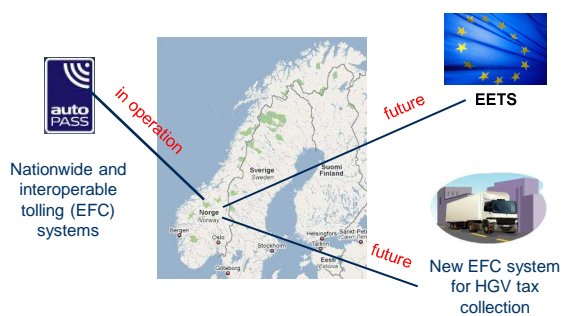
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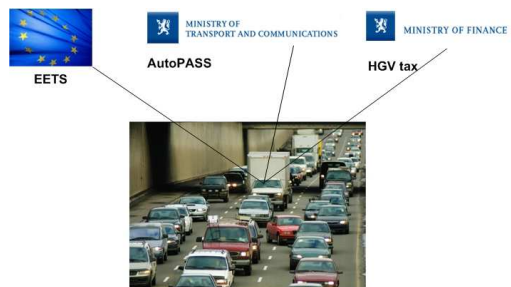
This presentation

- reflects the authors findings from his involvement in the feasibility study for a new EFC based tax system for HGV taxes in Norway, CEN WG1 EFC standardisation and CESARE I – IV projects and work in AutoPASS specifications
- reflects the personal opinion of the author

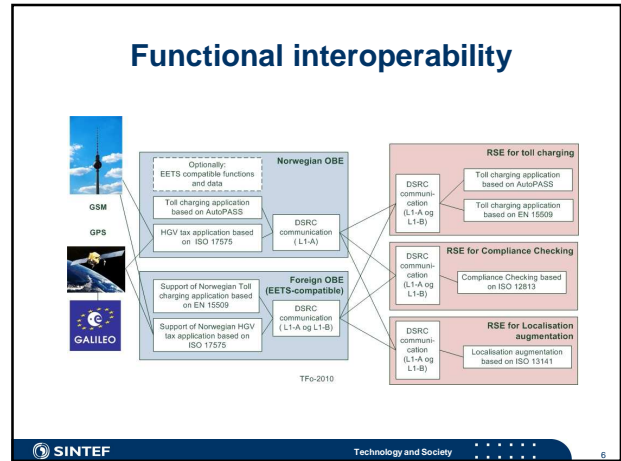
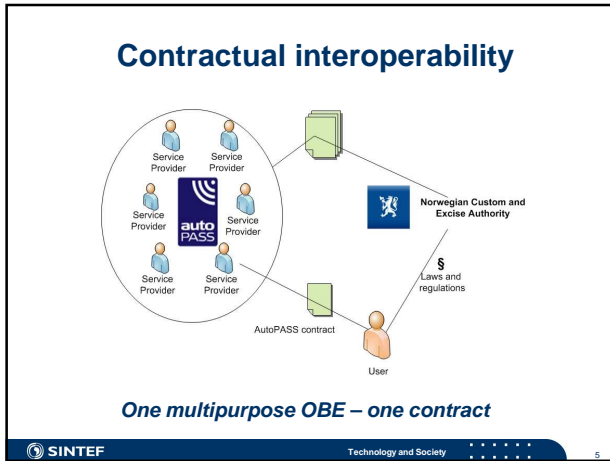
Background



Organisational challenges



2 + 1 setting the premises for Norwegian EFC systems



- ### A 'family' of Norwegian OBEs
- OBE for light vehicles and AutoPASS EFC application only (national use)
 - OBE for light vehicles with AutoPASS EFC application and an EN 15509 application (national use and international use in DSRC based European EFC systems)
 - OBE for heavy vehicles with AutoPASS EFC application and HGV tax application (national use only)
 - OBE for heavy vehicles with AutoPASS EFC application, HGV tax application and EETS compatibility - 15509 and 15757 compatible (national use and international use in European EETS compatible EFC systems)
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- ### Summary of challenges
- Three authorities setting the rules
 - Ministry of Transport and communication/Norwegian Public Roads Administration
 - Ministry of Finance
 - European Commission
 - Sharing of costs
 - Provision of the contacts
 - OBE
 - Contractual framework
 - Public partners, private partners and authorities
 - Functional integration and interoperability
 - Three applications in one OBE
 - Human machine interface
 - Input and output for three different application
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