



European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung



TC 278 Road Transport and Traffic Telematics

N1902

Title : Letter exchange concerning mandate 338 on road tolling and indication of next steps (ITSSG11(07)05)

Source : ICTSB ITS SG

Date : 2007-03-01

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Note :

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<p style="text-align: center;">11th ICTSB/ITSSG meeting Brussels dd mm 2007</p>
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Source: Secretary

Title: Letter exchange concerning mandate 338 on road tolling
and indication of next steps

Agenda item: 4

Document for: Information

Dear ITSSG member,

This document is intended to update the ITSSG on communications which had been exchanged between the former ITSSG Chair Cathy Jenkins and the Commission.

We remember that M/338 phase 1 required a report which had been produced under CEN leadership with contributions of the ITSSG experts.

The letters on the finalization of the report with remarks on the evaluation of the report and its eventual acceptance by the Commission had been sent for encouraging the Commission not to delay further activities. This is now solved and history.

The letters exchanged in 2007 come now to the specific work programmes of the ESOs and the evaluation process by the Commission.

The ITSSG should note that a face-to-face meeting between DG/TREN and DG ENTR on one side and the ITSSG on the other side should be scheduled.

Meanwhile ETRSI had also sent in addition to the reporting on mandated work a letter to the Commission as an indication on publication of protocol standards.

Independently from that, Commission representatives and representatives from the ESOs met on 22 February 2007 to discuss the situation on work items in response to M/338. The requested action could be found in annex 6.

Annex 1: Cathy Jenkins to Commission (12 April 2006)

Annex 2: Commission to Cathy Jenkins (23 June 2006)

Annex 3: Cathy Jenkins to Commission (9 January 2007)

Annex 3a: CEN/TC 278 commitment to M/338 (13 October 2006)

Annex 4: Commission to ITSSG (21 February 2007)

Annex 5: ETSI to Commission (5 February 2007)

Annex 6: Notes from a meeting (22 February 2007)

Department for **Transport**

Mr Costas Andropolous
Head of Unit
European Commission
DG Enterprise D4
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by email

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12 April 2006

Dear Mr Andropoulos

GRANT AGREEMENT BC/CEN/ENTR/2004-18
MANDATE 338 ON ELECTRONIC FEE COLLECTION AND ITSSG

I am writing in my capacity as Chair of the Intelligent Transport Systems Standards Steering Group (ITSSG). The Group discussed at its meeting on 8 March the status within the European Commission of the report provided by Ken Perrett under Mandate 338 on Electronic Fee Collection. I understand that there has been some reluctance on the part of the Commission to accept the deliverable and that, consequently, the editor has yet to be paid for the work he completed.

I also understand from CEN that you have written to Mr Ahls on 29 March asking for a meeting with the ESOs and others to discuss the concerns that DG ENTR has in accepting the report, and that you have queried the involvement of ITSSG in Mr Perrett's work. I am not aware that a meeting has been set up yet but if the role of ITSSG specifically is to form part of that discussion, then I would be more than happy to join any meeting if that is helpful to you.

In the meantime, I would like to confirm the central role that ITSSG took in supporting the tender process that gave the M338 Editor task to Rapp UK and to Mr Perrett in particular, and in ensuring that his work responded competently to the tasks set out for Phase I of M338. ITSSG approved the final output as a thorough and relevant piece of work that tackled the issues of standardisation around EFC without being fettered by preconceptions about the final outcome. Ken Perrett made huge efforts to balance the very wide-ranging views of the stakeholders throughout the project, going far beyond the requirements for a single Open Meeting and reaching out to the various standards groups, stakeholders on an individual basis and also through the Open Meeting required formally. He conducted an open approach to his editorial task and sought to balance views wherever possible.

Detailed implementation plans at policy and technical levels for the EFC Directive were still very much evolving while Mr Perrett conducted his work and to a greater or lesser extent that remains true. It would have been premature and unrealistic for Mr Perrett to make assumptions about the Directive implementation in order to devise a firm standardisation plan, and it is therefore reasonable that his report drew the conclusions it did being a mix of conclusions around standards and policy issues, and that it pointed towards the EFC Expert Groups to be involved in the detailed standards plans. Equally, it would have been premature and unrealistic for ITSSG to agree a firm standardisation plan when policy delivery aspects were not yet clear. For that reason, ITSSG took the view to approve the output and to ask CEN to submit it to the European Commission - through DG ENTR but hoping that that Directorate would liaise with others directly involved - with a query about how the EC as a whole intended to take forward the issues. I have not seen anything in writing to suggest a combined Commission view has been taken on next steps, but in my view and as endorsed by ITSSG members the output stands as a credible piece of work in line with M338. There seems no reason, therefore, to hold up acceptance and payment by the Commission so that we can all move forward to the next stage of EFC Directive implementation.

Finally, I am sure you are already aware that CEN/TC 278 held its 36th Plenary meeting on 24 March and agreed a resolution regarding the work carried out by Ken Perrett. Details are in the attached document CEN/TC278/036/03/2006.

Yours sincerely



Cathy Jenkins
Chair, ITSSG

copies
Anne Lehouk DG ENTR
Philippe Hamet DG TREN
James Boyd CEN
Gerd Ochel ETSI



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Innovation policy
Technology for Innovation ; ICT industries and E-business

Brussels, 23/06/06
CA/AL/mt D(2006) 20692

JENKINS Cathy
ITS World Congress 2006 Co-ordinator
Transport Technologie and Standards
Division
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Great Minister House
76 Marsham Street
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Dear Ms Jenkins,

Subject: Grant BC/CEN/2004/18- your letter dated 12 April, received by e-mail dated 16 June 2006

I would like to apologise for the late reply to your letter in reference. This was due to the fact that we only received it on 16 June.

I am very pleased to announce that the problems mentioned in your letter, concerning the final deliverable in response to the grant agreement, have been solved last week.

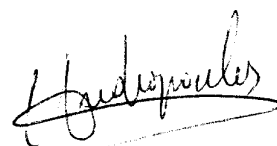
My services met with CEN and DG TREN on 8 June and subsequently an agreement has been reached, which responds to the concerns we expressed in our letter dated 29 March. CEN/CS will be informed about the approval of the deliverable and the subsequent payments can be claimed by CEN in accordance with the terms of reference of the contract.

One of the conclusions of the meeting concerns the ESO's policy recommendations that mainly focus on interpretation and/or clarification of the EFC Directive and its implementation. These conclusions do not any longer form an inherent part of the deliverable; they do not focus on standardisation activities as such but aim at creating a more predictable environment for standardisation. The questions raised fall under the responsibility of our colleagues in DG TREN. We will forward the recommendations to them so that they can provide the appropriate responses.

Furthermore, the work programme, resulting from the Grant referenced above, will be submitted to the Member States via Committee 98/34; in accordance with the terms of M338. Member States will be invited to advise on the work programme, to provide comments and identify priorities. The advice provided by the Member States will be used as a guideline for the further financing of the execution of the EFC standardisation work programme.

As you know, a first proposal resulting from the work programme covering EFC based on GNSS/CN, for which the high priority character has been underlined by DG TREN, will be evaluated soon. My services will keep CEN/CS informed about the results of the evaluation and the process to be followed for this action.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Andropoulos', with a large, sweeping underline.

Costas Andropoulos

Department for **Transport**

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DG TREN/G3
European Commission
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9 January 2007

Dear Mr van Houtte

I am writing in my capacity as Chair of the ICTSB's Intelligent Transport Systems Standards Steering Group (ITSSG) and at the request of the membership. In particular I am writing to clarify queries raised by the membership about the approach being taken within DG TREN to develop and deliver standards that can support implementation of the Electronic Fee Collection Interoperability Directive.

I enclose a letter from the Chair of CEN Technical Committee 278 that confirms a willingness by TC 278 to support DG TREN in delivering EFC-related standards, but explains that there is a lack of clarity on the part of the EC about next steps relating to the proposed standards work programme identified through the initial Mandate 338 report that has been accepted by DG ENTR as a completed report. I have written in the past to Costas Andropolous to find out next steps and his reply (also enclosed) shows that he sees this as a matter for DG TREN.

M/338 separated activities for the European Standards Organisations into two distinct phases: phase one being the preparation of an initial report that would propose a work programme; and phase two being the delivery of the work programme if accepted by the EC. Phase one was completed in December 2005 and finally accepted by DG ENTR in September 2006. DG TREN has yet to offer a view about whether the work programme proposed is still required, and if so what are the priorities.

Furthermore, TC278 has submitted three grant applications to CEN that would take forward prioritised areas of the proposed work programme, although CEN TC278 now has the comment back that one is unacceptable. You will appreciate, however, that the standards community still has problems in taking matters forward without an indication as to whether the Commission can accept the proposed work programme as delivered under M/338 overall. Given the timescales for implementing the EFC Interoperability Directive it seems extremely difficult for the established standards process to work effectively and support implementation of the Directive without clarity from DG TREN about its views on the M/338 work including in the context of the ongoing work of the Expert Group and its sub-groups.

ITSSG members most closely involved in this area have been seeking clarity for several months. But in the absence of clear responses from the Directive implementation team, I

have been asked to raise the issue with you and I very much hope that you can help to clarify the position.

I look forward to your early reply. You may like to see the updated ITSSG's Strategic Framework document concerning ITS standards issues - available via http://www.ict.etsi.org/ITSSG/Documents/ICTSB_ITSSG_Strategic_Framework_Document.pdf - which I hope will be of interest to you.

Yours sincerely



Cathy Jenkins

cc Costas Andropoulos, DG ENTR/D4
 Norbert Anselmann, DG ENTR/C2
 Henk Stoelhorst, Chair CEN/TC 278
 John Ketchell, CEN Pre-Standards
 Thierry Legrand, CEN Standards Development
 Philippe Hamet, DG TREN



European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung

TC 278 Road Transport and Traffic Telematics

ITS SG
attn. Cathy Jenkins

Contact

Henk Stoelhorst

Date

13 October 2006

Our reference

-

Subject

Position CEN/TC278 on M338

Telephone

+ 31 282 5909

Enclosure(s)

-

Your reference

-

Project code

-

Dear ITS SG members,

Background

The report of the CEN editor on M/338 (20 December 2005) has been prepared as a response of the European Standardisation Organisations to mandate M/338, concerning the development of a future standardisation programme necessary to facilitate the European Electronic Toll Service (EETS).

In its meeting on 24 March 2006 in Sevilla, CEN/TC278 discussed the main conclusions and recommendations of the report of the CEN editor. The position of CEN/TC278 on the report and its follow-up (execution of phase 2 of mandate M/338) is highlighted in resolution CEN/TC278/036/02/2006.

At our recent meeting in September in Budapest this position was confirmed again. On behalf of CEN/TC278 I would like to communicate our views to you. I sincerely hope that an effective follow-up of the CEN editors report can be foreseen in the near future.

Position

1) CEN/TC278 recognizes the great quality and value of the work done by the CEN editor and declares its overall support for the report and its conclusions and recommendations.

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2) CEN/TC278 declares its willingness to contribute to the further development and execution of the work programme proposed in the report, and to adapt its current work programme accordingly.

It is noted that the following published key standards are already available to support the definition of the EETS:

- "EFC DSRC Application Interface Definition" (EN ISO 14906) and OBU test procedures (CEN ISO/TS 14907-2)
- CEN DSRC layers 1,2,7 and profiles (EN 12253, 12795, 12834, 13374)
- ETSI test specification for DSRC layer1
- EFC system architecture (TS 17573, being updated and converted into an EN)

Key standards currently under development, in support of the EETS definition are:

- Interoperable Application Profile for DSRC (EN 15509)
- Conformity evaluation to IAP for DSRC (parts 1-2)
- AID for CN/GNSS based EFC (CEN ISO / TS 17575 parts 1-4)
- Information flows between EFC operators
- ETSI test specs for DSRC 2,7

3) CEN/TC278 considers that additional resources, including external funding of project teams, are required for a timely execution of its work. Commissioning of part 2 of the Mandate 338 concerning the implementation of the work programme is therefore a prerequisite.

Currently 3 grant applications (quotation 2006/09, for completion of "CN/GNSS based EFC", "Conformity evaluation to IAP for DSRC" and "Information flows between EFC operators") proposed by CEN/TC278 have been submitted by CEN, the rationale and justifications highlighted in the conclusions in the final report of M/338"

4) CEN/TC278 considers that the current definition (operational specification and business rules) of the EETS has not sufficiently progressed and needs further elaboration to allow for effective development and completion of the related technical standardisation work by the European Standardisation Organisations.

CEN/TC278 recommends proper dialogue and cooperation between the European Commission and CEN/TC278 to improve the mechanism through which the requirements of the EETS are supported by appropriate technical standards.

Yours sincerely,



Chair CEN/TC278
Henk Stoelhorst

**EUROPEAN COMMISSION**

DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

DIRECTORATE G – Logistics, innovation, co-modality & maritime transport

Logistics, innovation, intelligent transport & co-modality

Brussels, 21 February 2007
TREN/G3/BVH/PH/tg D(2007) 302914

ETSI
Secrétariat de l'ITSSG
à l'attention de M. Gerd Ochel
650, route des Lucioles
F-06921 Sophia Antipolis Cédex

Subject : ITSSG letter dated 9 January on Electronic Fee Collection

Dear Sir,

I refer to Ms Jenkins letter dated 9 January (arrived here only 24 January). I first want to thank the ITSSG for the concerns expressed on the standardization issues related to electronic fee collection in the perspective of Directive 2004/52/CE and of Mandate 338 provided to the European Standardization Bodies by the Commission.

For the establishment and the management of this Mandate, DG ENTR works very closely with DG TREN. I understand that both DG ENTR and ourselves tried without success to arrange a meeting in May 2006 between ITSSG and the Commission for the follow-up of the action plan you proposed in the first phase of the Mandate, and since then, we have not received any query from your side, apart from the proposal discussed here under.

We look forward to the rapid completion and the adoption of the ISO 17575 standard which will pave the way for the development of satellite tolling applications, and then for other ITS applications of GNSS. This is why in April 2006, we urged the ISO 17575 team to build, together with CEN, a proposal under Mandate 338. Then, both DGs have made their best efforts to support your proposal received in June. And we hope that the task is now going to start well.

In that perspective we hesitate about two new work items received together with the reviewed ISO 17575 proposal in September. Preliminary discussions on them would have been valuable. As you know, we welcomed the first proposal (IAP test suites), but did not accept the last one. The reason is that the necessity for standardization of data flows between toll chargers and EETS providers inside the EETS does not appear from the results of CESARE III and needs to be validated by the interested stakeholders. Only if the CESARE partners are in agreement, this issue could be put forward to the relevant standardization bodies.

From the work performed already by the different Expert Groups and projects which have worked on the definition of the EETS, no other needs for standardization have emerged which were not covered yet by the current work items. We are however open to discuss these issues with you and welcome the proposal of DG ENTR to relaunch the meeting foreseen last year.

Yours faithfully,

Ben Van Houtte

Cc: C. Andropoulos, DG ENTR
A. Lehouck, DG ENTR



Sophia Antipolis, 5 February 2007

Mr. Philippe Hamet, European Commission
Direction Générale pour les Transports et
l'Energie
Rue DeMot 28
1040 Brussels
BELGIUM

Our ref.: DG/07/006/WLW//jg

Subject: ETSI's test specifications regarding CEN DSRC (Dedicated Short Range Communication)

Dear Mr. Hamet,

We have the pleasure to inform you that ETSI has recently developed and published a set of test specifications to CEN DSRC. These test specifications were developed by a Special Task Force (STF 282), reporting to ETSI's Task Group ERM TG37, and co-financed by ETSI, EC and EFTA under mandate M/338, EC grant agreement BC/ETSI/ENTR/000/2004-11.

ETSI ERM TG37 DSRC test specifications are based on DSRC standards developed by CEN, namely EN 12795, EN 12834 and EN 13372. Therefore, a European road tolling service using DSRC, which is based on the CEN DSRC standards, could use DSRC equipment tested in accordance with the test specifications developed by ETSI ERM TG37.

If regulatory decisions on a DSRC-based European road tolling system make clear reference to the application of the base DSRC standards developed by CEN, as listed above, then the test specifications developed by ETSI ERM TG37 can be used in support of these regulatory decisions for the utmost benefit of the citizens.

The attached annex provides detailed information about the test specifications and how to obtain them.

We are looking forward to collaborating with you on the harmonisation of European road tolling systems in the future.

Yours sincerely,

Dr. Walter Weigel
Director-General

Copy: Henk Stoelhorst
Chair of CEN TC278
Cathy Jenkins
Chair of ITSSG

Mr. André VITS
European Commission
Information and Media Directorate-General
Ms Anne Lehouck, DG ENTR D/4

Annex

The ETSI ERM TG37 DSRC test specifications based on DSRC standards are as follows:

Identification	Title
ETSI TS 102 486-1-1	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 1: DSRC data link layer: medium access and logical link control; Sub-Part 1: Protocol Implementation Conformance Statement (PICS) proforma specification
ETSI TS 102 486-1-2	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 1: DSRC data link layer: medium access and logical link control; Sub-Part 2: Test Suite Structure and Test Purposes (TSS&TP)
ETSI TS 102 486-1-3	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 1: DSRC data link layer: medium access and logical link control; Sub-Part 3: Abstract Test Suite (ATS) and partial PIXIT proforma
ETSI TS 102 486-2-1	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 2: DSRC application layer; Sub-Part 1: Protocol Implementation Conformance Statement (PICS) proforma specification
ETSI TS 102 486-2-2	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 2: DSRC application layer; Sub-Part 2: Test Suite Structure and Test Purposes (TSS&TP)
ETSI TS 102 486-2-3	Electromagnetic compatibility and Radio spectrum Matters (ERM); Road Transport and Traffic Telematics (RTTT); Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment; Part 2: DSRC application layer; Sub-Part 3: Abstract Test Suite (ATS) and partial PIXIT proforma

If a summarising reference is required the usage of the following wording is recommended:

Identification	Title
ETSI TS 102 486	Test specifications for Dedicated Short Range Communication (DSRC) transmission equipment

These test specifications like all other ETSI deliverables are downloadable free of charge at:

<http://pda.etsi.org/pda/queryform.asp>

EFC discussion meeting, 22 February 2007

Present: Anne Lehouck, Chair DG ENTR/D4
 Philippe Hamet, DG TREN
 Luis Busquets, DG ENTR/D4
 Henk Stoelhorst, Chair, CEN TC278
 Igor Minaev, ETSI Secretariat (by phone)
 Thierry Legrand, CEN/STDDEV
 John Ketchell CEN/PSD

This meeting was held to try to clarify the situation on the work items on Electronic Fee Collection, produced in accordance with mandate M/338.

Regrets were duly expressed that this meeting had not been able to be held earlier. It was agreed also that similar meetings should be held regularly, for instance every six months, to review progress.

DG ENTR/D4 noted that under the Commission 2006 ICT standards support arrangements, there was still outstanding a contract proposal concerning two CEN work items under the M/338 work programme. It was hoped to conclude support contracts for these items soon.

DG TREN reported that three Commission Decisions to define the EETS were under discussion, and had been for some time. The hope was to see them adopted during 2007, for 2010 implementation. The technical issues and the business model had been considered by the CESARE3 project, but clearly the full implementation of the M/338 programme would depend on the regulatory process being carried forward. It is envisaged that an EETS management body consisting of public and private service providers would fill in the details of the EETS definition. This was in fact why a third CEN proposal in relation to the M/338 programme last year had been rejected – it was premature.

On the other hand, the meeting also agreed that the M/338 work programme was still a reasonably good basis for activities, and indeed it was noted that a lot of elements of the “S” part of the programme were already under way (note that the list presented stopped at S2 and did not show all S8 work item proposals). DG TREN mentioned that the February 2007 results from the RCI project might assist in drafting ISO 17575. DG TREN also noted that the SANCO Directive on animal transport had been in force since January – this specifies that such transport means include OBUs with GPRS and satellite....

It was also noted that the new mandate on space industry standardization included elements related to satellite location; care would be needed to avoid any overlap of standards work.

Specific actions agreed:

- Work programme to be updated where appropriate. TC278 Chair/Secretariat and ETSI Secretariat to send comments to Thierry Legrand. Also Philippe Hamet to send comments on his “R” items. Thierry and CEN/PSD to provide consolidated version to Commission and ITSSG;

- CEN TC278 and ETSI to consider whether finance for any additional EFC proposals was needed soon, and if so to put forward proposals to the Secretariats in time for them to be submitted to the Commission by 15 May;
- CEN TC278 and ETSI to consider similarly and under the same deadline any requirements for any other ITS issues identified in the ICT standards work programme for 2007;
- ESOs to note satellite location issues in discussions of the response to the new space mandate;
- DG ENTR/D4 to identify possible dates for an update meeting early in the autumn.

JK

22 February 2007-02-22

c.c. Those present
ITSSG

Annex

Number	Task Title	Task Description	Proposed Responsible Body	Proposed Deadlines
S0	ETSI programme	It is recommended that ETSI consider the approach described in this report as a basis for defining a set of test procedures which will:- (a) certify the generic functionality of an EOBE (b) certify that an EOBE works according to the EETS specification (c) certify that an EOBE works specified toll schemes and applications	ETSI	Mar 2006
S1	Toll Scheme definition	Set of standards defining the particular characteristics of a toll scheme to be recognized by all EOBE. These characteristics would be stored in the EOBE.	CEN TC278 WG1	
S.1.1	Geographic boundary of the scheme	This is a basic common feature of the current schemes. It should be possible to make a concrete proposal for the way in which scheme boundaries are defined.	CEN TC278 WG1	Dec 2006
S1.2	Geographic definition of charge locations	This is a basic common feature of the current schemes. It should be possible to make a concrete proposal for the way in which charge locations are defined.	CEN TC278 WG1	Dec 2006
S1.3	Define the other scheme parameters	There has been a great deal of work in this area by CEN TC278 WG1 SG5. Most of the required text is available in the draft of ISO CEN TC 17575.	CEN TC278 WG1	July 2007

Number	Task Title	Task Description	Proposed Responsible Body	Proposed Deadlines
S2	Toll Application definition	<p>This standard defines the way in which a Toll Charger can define the required charge application. It should include everything required on the EOB from the Toll Charger, including the security mechanisms and any compliance requirements.</p> <p>Draft ISO CEN TS 17575 contains some of the required elements. However, it is too broad and theoretical. There is a need to focus on a common core.</p>	CEN TC278 WG1	Dec 2007
S2.1	CN/GNSS charging	<p>This proposal is consistent with the route map for ISO CEN TS 17575. The route map proposes splitting the TS into four main parts. This is the part concerned with the toll application</p> <p>For example, the following elements are not required:-</p> <ul style="list-style-type: none"> • module list download • on request toll data • on request software update • set up contract • update contract • on request update information • transfer token • settle account <p>Given the complexity of this task and its relationship to stakeholders, it is considered that CEN would not be able to complete with work until the end of 2007.</p>	CEN TC278 WG1	Dec 2007
S2.2	DSRC charging	<p>Work on the toll application definition is being done in the "EFC Interoperable Application Profile for DSRC" standard and by Expert Group 11.</p>	CEN TC278 WG1	May 2007 ¹

¹ EFC Interoperable Application Profile for DSRC is currently subject to reviewing (TC278 commenting). Another formal round of CEN members reviewing (the 5 months so-called CEN Enquiry) is foreseen in the process of acceptance building preceding the publication of the approved standard, targeted for May 2005.

Number	Task Title	Task Description	Proposed Responsible Body	Proposed Deadlines
S3	EOBE data content definition	<p>This is the equivalent of the annexes to the DSRC application interface definition. Energies should be devoted to defining the information needed to be stored in the EOBE. This is expected to be:-</p> <ul style="list-style-type: none"> • contract data • vehicle data • transaction data 	CEN TC278 WG1	Dec 2006
S4	CN message content definition	The set of messages to be exchanged between the EOBE and the Toll Charger/EETS Provider should be defined.	CEN TC278 WG1	
S4.1	Communications architecture	The Business architecture for the EETS should be used to develop a definition of the required CN communications flows between actors/entities involved in the EETS. The responsible body is difficult to define until the business architecture has been defined.	CEN TC278 WG1	
S5.1	DSRC message content and protocols - IAP for DSRC	<p>The set of standards is complete.</p> <p>DSRC-layer 1 defined by EN 12253:2004</p> <p>DSRC-layer 2 defined by EN12795: 2002</p> <p>DSRC-layer 7 defined by EN12834: 2002</p> <p>DSRC-Profiles EN 13372:2004</p> <p>DSRC-Application interface definition EN 14906:2004</p> <p>The IAP will define the interoperable options within the enabling DSRC suite.</p>	CEN TC278 WG1	May 2007
S5.2	Conformity Evaluation for DSRC	<p>Conformity Evaluation for IAP for DSRC.</p> <p>Part 1 on test suite structure and test purposes – ready for formal vote March 2007.</p> <p>Part 2 on abstract test suite, ready for formal vote Sep 2007.</p> <p>(assuming use of EC funded project teams) IAP for DSRC</p>	CEN TC278 WG1	The current target is Nov 2007

Number	Task Title	Task Description	Proposed Responsible Body	Proposed Deadlines
S5.3	Urban DSRC solution	There is work in the UK of the development of urban DSRC solution. It has been considered as a possible work item for CEN TC278 WG1 at some future date.	CEN TC278 WG1 to monitor	No set target date yet
S6	Information flows between Operators of EFC Systems	<p>Work Item has been adopted. The objectives are to:-</p> <ul style="list-style-type: none"> • Support cost-effective integration of back-office systems • Support the EETS Directive <p>The standard will define procedures for exchange of information between systems, the data formats and semantics (e.g. transaction list, security keys, data clearing and exception handling data)</p>	CEN TC278 WG1	Formal voting expected Sep 2008 (Draft for TC comment planned for June 2007)
S7	Security Policy and requirements	This is a new area of work. It should be set within an agreed business architecture and programme governance in which decisions on security issues. There is a need for "ownership" of the business processes. These are issues which cannot be left to the ESOs alone.	European Commission and ESOs to resolve approach	April 2006
S7.1	Security Policy	Define the overall Security Policy for the EETS	To be decided	July 2006
S7.2	Risk assessment	Undertake a Business model threat analysis for the EETS	To be decided once the EETS Business Model is "mature"	Dec 2006
S7.3	Security requirements	Define the Security Requirements and countermeasures for the EETS, based on the Risk assessment	To be decided once the EETS Business Model is "mature"	July 2007
S8	Conformity Requirements	There is a need to define the approach to conformity evaluation for the EETS. Functions and requirements need to be defined, then the conformity test specifications can be defined.	To be allocated by ESOs	

Number	Task Title	Task Description	Proposed Responsible Body	Proposed Deadlines
S8.1	Conformity approach	Define the approach to be used for the conformity evaluation	To be discussed between the ESOs and DGTREN	
S8.2	Conformity of dual-mode DSRC	The Italian national specification for DSRC is expected to be deployed with the CEN DSRC standards in dual-mode DSRC transponders intended for use with the EETS. Conformity tests should be developed to ensure that the dual mode transponders are interoperable	CEN/TC278	Dec 2006
S8.3	Aperture in windscreen	Standardise an aperture of non-metallization in the windscreen, based on the "ERTICO report", in order to ensure effective reception of GNSS signals and wireless communication through the windscreen.	CEN/TC278	Dec 2006 ²
S8.4	EOBE functionality tests	Certifying the general functionality of an EOBE against the standards. Given the expected time to prepare the EETS specification, this work could not start until 2007. It might take 2 years	To be allocated by ESOs	Dec 2008
S8.5	EETS tests	Certifying that an EOBE works according to the EETS specification and will support the EETS service.	To be allocated by ESOs	Dec 2008
S8.6	Toll scheme tests	Certifying that an EOBE works with a specified toll applications. It might take one further year to develop the specific toll application tests.	To be allocated by ESOs	Dec 2009

² It is recommended to consider using CEN's so-called Unique Acceptance Procedure as it is reasonable to suppose that the content of the existing "ERTICO report" is acceptable at European level and in order to prevent further delays.