

DARS EETS Domain Statement

Registered in the Slovenian tolling system

DARS

Version 3

Valid as of 2 July 2024

Content

Definition of terms and abbreviations	4
1 General information	5
1.1 Slovenian tolling system register.....	5
1.2 Document	5
2 General information about the toll charger	5
2.1 Identification of the toll charger	5
2.2 General information about the toll charger	5
2.3 General information about the toll charger	5
2.4 Legal basis.....	6
2.5 DARS EETS domain geographical description.....	6
2.6 Nature of toll and tax principles.....	6
2.7 Vehicles liable for the payment of toll	7
2.8 Ranking parameters	7
2.9 Toll-rate categories.....	7
3 EETS provider application	8
3.1 Application process	8
4 Steps of accreditation of the EETS provider	8
4.1 Accreditation process	8
5 Technical conditions	9
5.1 Technology used for tolling	9
5.2 Toll transaction policy	9
5.3 Data exchange	9
5.4 Data exchange procedures.....	10
5.5 Black list.....	10
5.6 Security policy.....	10
5.7 Quality assurance and service level measurement.....	10
5.8 Testing (suitability for use).....	11
5.9 Trial operation	11
5.10 Pilot production operation	11
5.11 Incident and change management.....	12
6 Responsibilities of EETS providers	12
7 Commercial conditions	13
7.1 Fixed costs	13
7.2 Bank guarantee.....	13
7.3 Remuneration of costs of the EETS provider.....	13
7.4 Issuing invoice.....	14
7.5 Conditions for issuing an invoice	14
7.6 Payment deadline.....	14
8 EETS users	14
9 Limitation of liability	14
10 Annexes	15

Index of figures

Figure 1: Toll Road Network Map..... 6

Table of contents

Table 1: Definition of terms..... 4

Table 2: Toll-rate categories..... 7

History of the document	
Version 1	1 April 2018
Version 2	26 October 2022
Version 3	2 July 2024
	Has not yet been determined

Definition of terms and abbreviations

The list below contains definitions of terms and abbreviations used in the DARS EETS Domain Statement:

Table 1: Definition of terms

Term	Description
Black list	List of on-board equipment of EETS users, with which it is not possible to carry out tolling procedures
DARS EETS domain	Motorways and expressways managed by a toll charger, where toll is collected using an electronic toll collection system
DarsGo system	An electronic toll collection system in free-flow traffic using CEN DSRC technology, which applies to vehicles whose maximum permissible weight exceeds 3,500 tonnes and is owned and managed by the toll charger
DarsGo unit	A unit meant for the wireless transfer, receipt and collection of data for tolling purposes, issued by the toll charger
DSRC technology	Dedicated Short Range Communication
EasyGo	A service provided by a group of toll chargers from Denmark, Norway, Sweden and Austria (where DSRC is currently used) operating toll roads, bridges, tunnels and ferry services. The toll charger has been associated with the EasyGo platform since February 2018, as an associate member. Whenever "EasyGo" is mentioned in the DARS EETS Domain Statement (this document), the provisions applicable to EasyGo+ should apply.
EasyGo HUB	A platform that allows the exchange of data between EETS providers and the toll charger
EEA	European Economic Area
EETS	European Electronic Toll Service
EETS provider	An entity that enables EETS users to access EETS by a separate agreement, and transfers the toll to the relevant toll charger and is registered in its Member State
EETS user	A natural or legal person who has concluded an agreement with the EETS provider for access to EETS
EPP	Electronic Payment Process
EU	European Union
MAM	Maximum authorised mass
On-board equipment (OBE)	In-vehicle equipment with complete hardware and software, used within a framework of a tolling service, which is installed or carried in a vehicle and serves to collect, store, process and receive/transmit data remotely, either as separate equipment or embedded into the vehicle, and is issued by the EETS provider
RSE	Roadside equipment for toll collection purposes
Toll charger	Entity that charges toll for vehicles driving in the EETS domain. In the Republic of Slovenia, this involves the <i>Družba za avtoceste v Republiki Sloveniji d.d. (Motorway Company in the Republic of Slovenia)</i>
Toll-rate category	A group of vehicles of the same type for which the same toll fee is determined
Toll road	Road for which a toll is required for passage
Toll road section	A section of the toll road that the vehicle is to travel in order that the obligation to toll pay arises following the distance travelled
Toll user point	A place that enables the toll payer to join the electronic toll collection system in free-flow traffic, obtain and return the DarsGo unit, and obtain information related to electronic toll collection in free-flow traffic
VAT	Value-added tax
White list	A list of valid on-board equipment of EETS users, including the parameters of vehicles, such as the toll class, licence plate, EURO emission class, etc.

1 General information

1.1 Slovenian tolling system register

Ministry of Infrastructure:

<https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/o-ministrstvu/direktorat-za-kopenski-promet/sektor-za-cestne-in-cestni-promet/>

1.2 Document

This document is intended exclusively for EETS providers under Directive (EU) EP (2019/520) for vehicles with MAM exceeding 3,500 kg subject to the payment of toll according to the distance registered by the DarsGo system. The fulfilment of the requirements below forms the basis for concluding a contract as an EETS provider in the DARS EETS domain.

The toll for all other vehicles subject to toll payment shall be paid based on a time-limited electronic vignette. This Domain Statement shall not apply to vehicles with maximum authorised mass not exceeding 3,500 kg.

This document is also published in English. In case of any discrepancies, the Slovenian version shall apply and shall be binding.

In case of amendments to the legal framework of the conditions for toll and tolling, or for the implementation of EETS, which forms the basis for these provisions on the DARS EETS domain, these provisions on the DARS EETS domain shall be adjusted accordingly.

2 General information about the toll charger

2.1 Identification of the toll charger

Družba za avtoceste v Republiki Sloveniji d.d. (*Motorway Company in the Republic of Slovenia*) (hereinafter referred to as the toll charger).

2.2 General information about the toll charger

Družba za avtoceste v Republiki Sloveniji, d.d.

Ulica XIV. divizije 4

3000 Celje

Slovenia

www.dars.si

Tel.: +386 1 518 8 350

eets@darsgo.si

2.3 General information about the toll charger

DARS d.d., Družba za avtoceste v Republiki Sloveniji, is a public limited company. The company was established based on the Act and was entered in the company register on 7 December 1993. The Motorway Company in the Republic of Slovenia Act was adopted and published in the Official Gazette of the Republic of Slovenia No. 97/2010 and 40/2012. The Republic of Slovenia holds all the shares in DARS.

The toll charger is an associate member of the EasyGo consortium.

The EasyGo consortium was established to meet the requirements and opportunities provided by Directive (EU) 2019/520 of the European Parliament and of the Council (Directive (EU) 2019/520) on the common European Electronic Toll Service (EETS).

For details, refer to: <http://easygo.com/en/about-easygo/documents>

2.4 Legal basis

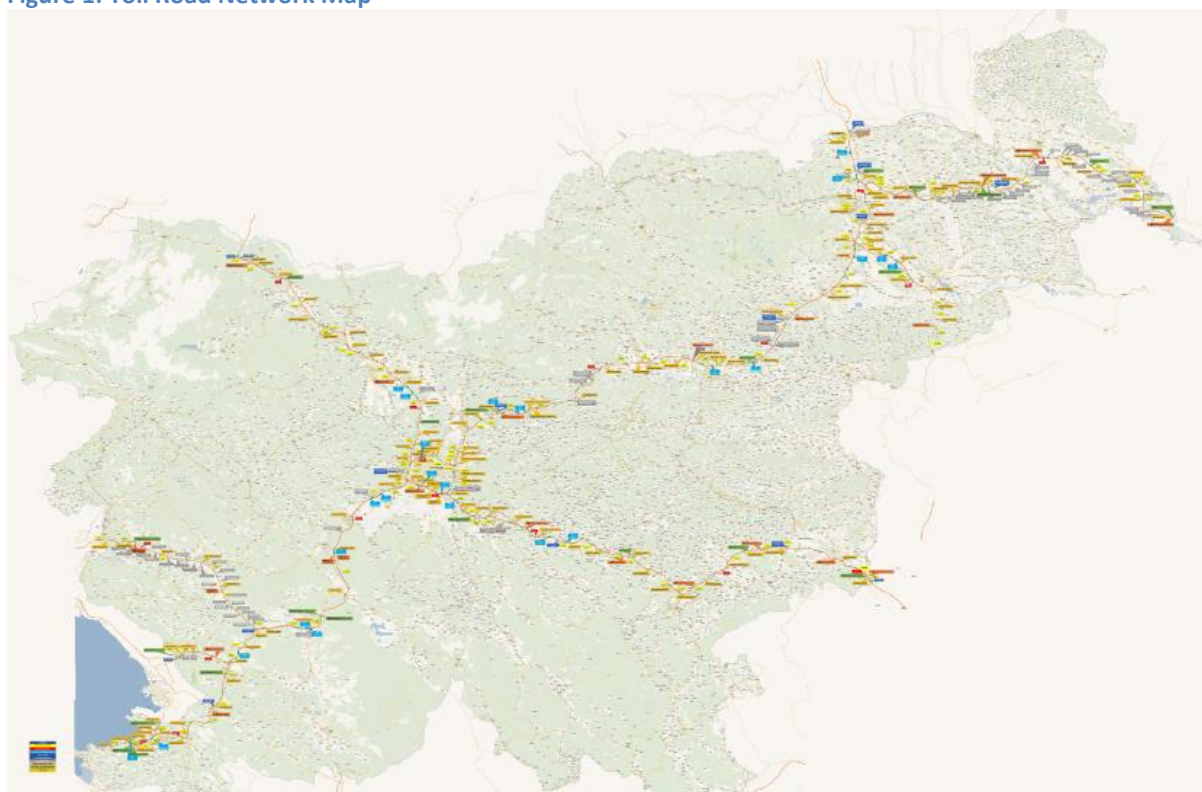
The legal obligation to pay toll for the use of toll roads is set out in the Road Tolling Act and the implementing regulations (<https://www.darsgo.si/portal/en/legislation>).

EETS providers accredited in the DARS EETS domain, and EETS users, should comply with the legal obligations and provisions of the implementing regulations.

2.5 DARS EETS domain geographical description

The DARS EETS domain comprises a road network managed by the toll charger with a total length of 624.9 km (data for 2022). It consists of toll roads listed in the Decree on toll roads and toll, and the Karavanke Tunnel toll facility. In the DarsGo system, the entire toll road network is divided into toll sections between each entry to and exit from the network, where the toll is charged and paid for each section separately.

Figure 1: Toll Road Network Map



2.6 Nature of toll and tax principles

The toll is treated as a service.

The toll for toll roads is determined for individual toll sections and individual toll-rate categories. The amount of the toll varies according to the EURO emission class in which the individual vehicle is

classified, according to the regulation specifying the adjustment factors of the amount of the toll for vehicles with MAM exceeding 3,500 kg.

The amount of the toll for using the Karavanke tunnel depends on the vehicle MAM and the toll-rate category in which the vehicle or group of vehicles is classified - the EURO emission class is excluded. The toll is calculated using the electronic toll collection system in the free-flow traffic using the CEN DSRC.

Toll prices with regard to toll-rate category and EURO emission class of the vehicle are published in the Tariff for the use of Toll Roads and in the Decree on the Karavanke tunnel toll (see the link on the website: <https://www.darsgo.si/portal/>).

The toll is set in euros without VAT. 22% VAT is calculated from the paid toll.

2.7 Vehicles liable for the payment of toll

Toll must be paid for all vehicles whose MAM exceeds 3,500 kilograms. The obligation to pay toll does not apply to vehicles exempt from the payment in accordance with Article 9 of the Road Tolling Act.

2.8 Ranking parameters

The number of axles of the entire vehicle composition and the EURO emission class of the vehicle.

2.9 Toll-rate categories

Vehicles for which toll is paid according to the distance travelled on the toll road, and vehicles that drive through the Karavanke tunnel, are classified into the following toll-rate categories:

- first toll-rate category: vehicles with two axles whose MAM exceeds 3,500 kg;
- second toll-rate category: vehicles with three axles whose MAM exceeds 3,500 kg, and groups of vehicles with three axles whose maximum authorised towing vehicle mass exceeds 3,500 kg;
- third toll-rate category: vehicles with more than three axles whose MAM exceeds 3,500 kg, and groups of vehicles with more than three axles whose maximum authorised towing vehicle mass exceeds 3,500 kg.

In the Tariff for the use of Toll Roads, the first toll-rate category is marked as R2, the second toll-rate category is R3, and the third toll-rate category is R4, while the toll is determined for an individual toll section, toll-rate category, and EURO emission class:

Table 2: Toll-rate categories

Toll-rate category	EURO emission class			
First toll-rate category:	E0-3 (EURO 0–III emission class)	E4 (EURO IV emission class)	E5 (EURO V emission class)	EEV, E6 (EURO EEV and EURO VI emission class)
Second toll-rate category	E0-3 (EURO 0–III emission class)	E4 (EURO IV emission class)	E5 (EURO V emission class)	EEV, E6 (EURO EEV and EURO VI emission class)
Third toll-rate category	E0-3 (EURO 0–III emission class)	E4 (EURO IV emission class)	E5 (EURO V emission class)	EEV, E6 (EURO EEV and EURO VI emission class)

The toll for using the Karavanke tunnel does not depend on the EURO emission class in which the vehicle is classified.

3 EETS provider application

3.1 Application process

EETS providers wishing to offer EPP services should submit an application to the toll charger expressing its intention to become an EETS provider in the DARS EETS domain. The application should include information regarding:

- (i) Presentation of the EETS provider;
- (ii) Financial situation of the EETS provider - submission of an annual report, in which the income statement should show the balance over the last two years;
- (iii) Description of services that the EETS provider wishes to offer;
- (iv) Proof of registration of the EETS provider in the country in which it has its registered office;
- (v) Detailed technical description of the OBE to be offered, and the proof provided by the manufacturer's declaration of conformity of the on-board equipment, as defined in Article 15 of Directive EU/2019/520;
- (vi) Indication in which EETS domains the OBE is already in use.

The toll charger reserves the right to request additional information and/or documents.

The EETS provider should comply with the requirements for EETS providers set out in Directive (EU) EP 2019/520.

4 Steps of accreditation of the EETS provider

4.1 Accreditation process

1. All interested EETS providers should inform the toll charger of their intention to become EETS providers in the DARS EETS domain at the address: eets@darsgo.si. EETS providers should comply with the requirements for EETS providers set out in Directive (EU) EP 2019/520.
2. The toll charger shall send a Non-Disclosure Agreement for signature to all interested EETS providers.
3. After signing the Non-Disclosure Agreement, the EETS provider shall submit the relevant documents in accordance with point 3 of this statement. The toll charger reserves the right to request additional information and/or documents.
4. The toll charger shall verify the adequacy of the technical solutions and business models and forward the General Terms and Conditions for EETS providers and the EETS Contract draft to the EETS provider.
5. After the negotiation and signing of the EETS Contract with the EETS provider, the suitability testing for the use of the interoperability components (compliance with the requirements of the

EasyGo document 202-E documentation, specifications and equipment testing) shall be continued.

6. Start of trial operation.
7. Provision of the required financial collateral by EETS providers.
8. Start of pilot production operation.
9. The toll charger shall grant the licence for unlimited operation after the successful completion of the pilot production operation phase.

5 Technical conditions

5.1 Technology used for tolling

DSRC microwave technology at 5.8 GHz is used for tolling in free-flow traffic, in accordance with the CEN TC 278 standard.

At each toll section, DSRC transmitters are installed on support structures above the lanes, where data for toll transactions are exchanged between the RSE and the OBE based on two-way radio communication. The EN 15509 standard is used for data exchange with access protection according to security level 1.

A user interface is provided for the OBE, which enables the entry of classification parameters into toll-rate categories, and the presentation of visual and audio information when passing RSE. The OBE must be capable of communicating in multi-lane free-flow mode with overlapping communication areas of DSRC transmitters. The OBE sends the identification parameters of the vehicle and the EETS user, necessary for the further processing of the toll in accordance to the toll regulations.

See the EasyGo documentation for details on the technology.

5.2 Toll transaction policy

The toll is paid in the electronic toll collection system of the multi-lane free-flow traffic without barriers. The toll charger shall submit all data on toll transactions to the EETS provider in line with the EasyGo documentation.

The road network is divided into road sections. At each toll section, an RSE is installed, which creates a toll transaction for each EETS user crossing. The central system recognises which EETS user passes individual toll sections based on toll transactions and charges the toll.

In addition, generated transactions (generated data) which are clearly and traceably marked as "bridged gaps", missing transactions (identified within the toll enforcement) are added and corrections of toll transactions done.

5.3 Data exchange

The communication between EETS providers and the toll chargers is performed via the EasyGo HUB platform, which collects and forwards data (files) to the relevant EETS providers and toll chargers. The EasyGo HUB platform acts as a peer-to-peer data collection and transfer system between the connected EETS providers and the toll chargers.

The EasyGo documentation shall be followed for the detailed requirements of the interface to the toll charger's central system.

5.4 Data exchange procedures

Data exchange is based on the currently applicable procedures and format of the EasyGo HUB platform.

The following data is exchanged via the EasyGo HUB platform:

- Data needed to define the roles for data transfer needs (e.g. table of actors, types of on-board equipment, DARS EETS domain and on-board equipment issuers);
- Validity lists (black list, white list);
- Transfer of toll transactions (files with data on toll point crossings).

The toll charger shall determine the procedure and format of the exchange of data that is not transmitted via the EasyGo HUB platform. The following data is exchanged in this way:

- Security keys;
- Toll charging;
- Information about toll enforcement;
- Information about quality assurance;
- Information about incidents and changes;
- Data needed to resolve EETS users' complaints in connection with tolling.

5.5 Black list

EETS providers may disable tolling with their OBE by blacklisting them.

Compliant to the EasyGo HUB requirement:

- The EETS provider shall inform the toll charger on a daily basis about blocked OBE, upon submitting an updated black list by 23:30 at the latest.
- The toll charger shall accept the provided data and apply it and disable all newly invalid OBE by no later than 6:00 a.m. the following day.

5.6 Security policy

The EETS provider shall implement relevant security measures in order to ensure the secure operation and functionality of the EETS system. EasyGo's general security policy shall apply. See the EasyGo documentation for more details.

The exchange of security keys shall be carried out bilaterally between the toll charger and the EETS provider. The EETS provider shall transmit the security keys in the format specified by the toll charger.

5.7 Quality assurance and service level measurement

The EETS provider shall implement a quality measurement system. The system should constantly monitor the quality of toll transactions and take appropriate action in the case of quality degradation which could result in failure to meet the required quality parameters. The EETS provider shall inform the toll charger of the quality measurement results and the implemented corrective measures.

The toll charger has its own quality measurement system that monitors the quality of transactions generated on its own equipment.

Quality is monitored based on key parameters that are consistent with the EasyGo quality assurance framework. The toll charger shall measure the achieved level of the quality of reading of toll transactions, quality of data on OBE and quality of the data exchange with the EETS provider.

The measurement method and contractual penalties in case of non-fulfilment of defined quality parameters are set out in more detail in the "DARS Kakovost in merjenje ravni storitev" document (annex).

5.8 Testing (suitability for use)

The toll charger, supported by the EETS provider, shall perform an assessment of the suitability for the use of the OBE and the back office of the EETS provider. The toll charger shall use the following test environment for testing:

- Roadside equipment in the laboratory to test OBE;
- A test toll station on the toll road to field test OBE, which is connected to the test back office;
- Back office test environment.

The assessment of conformity with the specifications and suitability for use of interoperability components is described in more detail in the EasyGo documentation.

Evidence of suitability of OBE

Proof of the conformity of the OBE, pursuant to Article 15 of Directive EU/2019/520, is provided by the manufacturer's declaration of conformity, as defined in the directive.

Evidence of suitability for the use of on-board equipment

Pursuant to the terms and conditions applicable for the DARS EETS domain, the EETS provider shall ensure the personalisation of all parameters of OBE necessary for the tolling. Validation of the suitability for the use of the OBE shall be provided by laboratory and field tests.

Accordance with the terms and conditions applicable for the DARS EETS domain, the EETS provider shall ensure verification of the connection of the back office of the toll charger and the EETS provider for data exchange via the EasyGo HUB platform.

5.9 Trial operation

The EETS provider shall receive permission for trial operation after the technical solution is confirmed. The EETS provider shall only be entitled to trial operation in line with certain specifications, until the toll charger issues a permit for pilot production operation; moreover, it shall be obliged to immediately stop the trial operation at the toll charger's request. In the trial operation, the selected EETS user shall use the OBE and the DarsGo unit. Toll calculation shall be made based on toll transactions from the DarsGo unit. At least 50,000 transactions with 98% reliability of data, compared to the DarsGo units, over a period of three consecutive months, are necessary for the successful conclusion of this phase.

5.10 Pilot production operation

After successful trial operation completion, the EETS provider shall receive permission for pilot production operation. The EETS provider shall only be entitled to pilot production operation in line with defined specifications until the toll charger issues a permit for unrestricted use and shall immediately terminate the pilot production operation at the Toll Charger's request.

The EETS user must remove or disable the DarsGo unit. The transactions performed using the OBE shall be used for charging the toll to the EETS user. At least 100,000 transactions with 99.95% reliability of

data over a period of three consecutive months are necessary for the successful conclusion of this phase.

5.11 Incident and change management

- **Incident management**

An incident or malfunction occurs when a business process can no longer fully perform a specific function. The EETS provider shall establish and implement procedures for effective incident resolution and regular notification of the toll charger. In case of incidents, operational measures are initiated to resolve them as quickly as possible. The toll charger and the EETS provider shall regularly notify each other about incidents or planned maintenance works that may affect the operation of the EETS via the agreed communication protocols and shall work together to eliminate incidents as quickly as possible.

- **Change management**

The EETS provider shall obtain written approval from the toll charger prior to any planned change to the system related to the operation of EETS.

The EETS provider shall follow guidelines in ISO 20000, ISO 27001 standards and good practices, e.g. ITIL v3, v4, regarding to incident management and change management, as well as information security.

The details of incident and change management are defined in "DARS Upravljanje incidentov in sprememb" document (annex).

6 Responsibilities of EETS providers

The EETS provider has concluded a contractual relationship with the EETS user. Consequently, the EETS provider is responsible for collecting and paying the toll to the toll charger.

The minimum range of rights and responsibilities between the EETS provider and the EETS user is specified in the EasyGo documentation. The toll charger reserves the right to make additional requests during the negotiation phase with the EETS providers.

The toll charger shall provide support to the EETS provider where necessary, in order to regulate the contractual relationship with the EETS provider.

The EETS provider is responsible for the services to its customers and/or EETS users. The EETS provider is obliged to provide EETS users with analytical data on all toll transactions carried out in the DARS EETS domain.

Should EETS users contact the toll charger directly with toll-related questions, the toll charger shall have the right (but not the obligation) to refer such EETS users to their EETS provider.

The EETS provider shall handle complaints of EETS users related to tolling. The principles of complaint handling and customer relationship management are set out in the EasyGo documentation.

The toll charger shall determine the procedure for exchanging data on the customer complaints that require the cooperation of the toll charger to be resolved.

The toll charger shall handle all complaints of EETS users related to toll enforcement procedures and resulting toll offence procedures; EETS users should address any such complaints directly to the toll charger.

7 Commercial conditions

7.1 Fixed costs

The EETS provider shall cover all costs related to the accreditation procedure related to the toll charger's system, including the costs of determining compliance with specifications or suitability for the use of interoperability components.

During the operational phase, the EETS provider bears its own costs related to possible changes in technical specifications and other requirements submitted by the toll charger or EasyGo. The toll charger shall have the right to request settlement of additional actual costs incurred due to changes (the DarsGo system adjustment) resulting from EETS providers' requests.

7.2 Bank guarantee

Before the operational launch of pilot production operations, the EETS provider shall submit an irrevocable, unconditional bank guarantee, payable on first demand, from a credit institution based in an EEA or EU member state with a credit rating of at least B (Standard & Poor's) or A3 (Moody's), or an equivalent rating in the amount of the average monthly turnover. The amount of the bank guarantee is determined by the toll charger based on the amount of toll transactions paid by the EETS provider in the previous year. This guarantee should contain a provision showing that it is governed by the Uniform Rules for Demand Guarantees (URDG), audit of 2010, ICC Publication issued under no. 758.

7.3 Remuneration of costs of the EETS provider

The toll charger shall reimburse the EETS provider for costs of providing its services in the DARS EETS domain. The remuneration shall cover all services provided by the EETS provider to EETS users (mainly services of billing for toll services, managing relations with EETS users, issuing OBE to EETS users).

The remuneration amount shall be determined in the EETS Contract.

The toll charger shall pay remuneration from the start of the pilot production operation. The start date is determined by an agreement between the toll charger and the EETS provider after the successful completion of the trial operation phase.

The method, based on which remuneration is determined, is transparent and non-discriminatory, and the same for all accredited EETS providers. The amount is determined as a percentage of the toll collected based on transactions made with the OBE of the EETS provider in each accounting period.

The methodology for determining the remuneration amount takes into account the services ensured by the EETS provider. In Slovenia, the toll charger performs the role of the main service provider, which also performs other tasks in the DARS EETS domain which are not to be performed by the EETS provider (establishment, maintenance and operation of toll user points in Slovenia, welcoming all customers regardless of their creditworthiness, etc.). Therefore, when determining the remuneration to the EETS provider, not all costs of the toll charger in the role of the main service provider shall be taken into account.

7.4 Issuing invoice

EETS providers shall issue invoices in their own name and for their own account (intermediated sales).

7.5 Conditions for issuing an invoice

The confirmed toll transactions sent by the toll charger to the EETS provider, in line with the EasyGo documentation, shall form the basis for the settlement between the toll charger and the EETS provider.

General conditions for invoices: EUR currency.

Invoice language: Slovenian.

Frequency of issuing an invoice: twice a month (for the period from the 1st to the 15th of the month and from the 16th to the last day of the month).

Invoicing specifications should be included in the EasyGo documentation.

7.6 Payment deadline

The EETS provider is obliged to transfer the entire amount of the gross value of services to the bank account of the toll charger within 14 calendar days from the date of an invoice.

8 EETS users

EETS users who use a toll road for which toll is paid according to the distance travelled, contrary to Articles 27 and 42 of the Road Tolling Act, with a vehicle with a MAM exceeding 3,500 kg, shall commit an offence under Article 50, for which a fine of EUR 800 up to EUR 2,000 is imposed. Pursuant to Article 35 of the Road Tolling Act, the EETS provider should submit to the toll charger, upon its request and without undue delay, data on the owner or holder of the right to use the vehicle with which the offence referred to in Article 50 of the Road Tolling Act has been committed.

The EETS provider shall ensure cooperation with the toll charger in the event of contested decisions on offences before the court. This includes requests from competent authorities to provide toll documentation for an individual vehicle, testimony before the competent authority and the court, or granting authorisation to the toll charger to represent it in the proceedings and provide it with a meaningful statement about the individual case.

9 Limitation of liability

The toll charger reserves the right to:

- Amend the DARS EETS Domain Statement and
- Change, replace or not apply any of the above-indicated documents and add new documents.

The toll charger intends to follow the identified references at EasyGo. These references should be adapted where necessary.

The toll charger shall take into account the relevant legislation of the Republic of Slovenia related to all procedures and documents covered by this statement on the DARS EETS domain.

10 Annexes

Annexes to the DARS EETS Domain Statement:

1. DARS Kakovost in merjenje ravni storitev;
2. DARS Upravljanje incidentov in sprememb.