

## 1. General information

This document is intended solely for EETS Providers (EP) in the context of the EETS Decision of the European Commission 2019/520/EC. Fulfilment of the requirements listed below forms the basis for concluding a contract as an EP in the EETS domain of the NV Tunnel Liefkenshoek (TLH).

The TLH 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 rendering of the EETS, which underlie these provisions for the EETS domain, these provisions shall be adapted for the EETS domain accordingly.

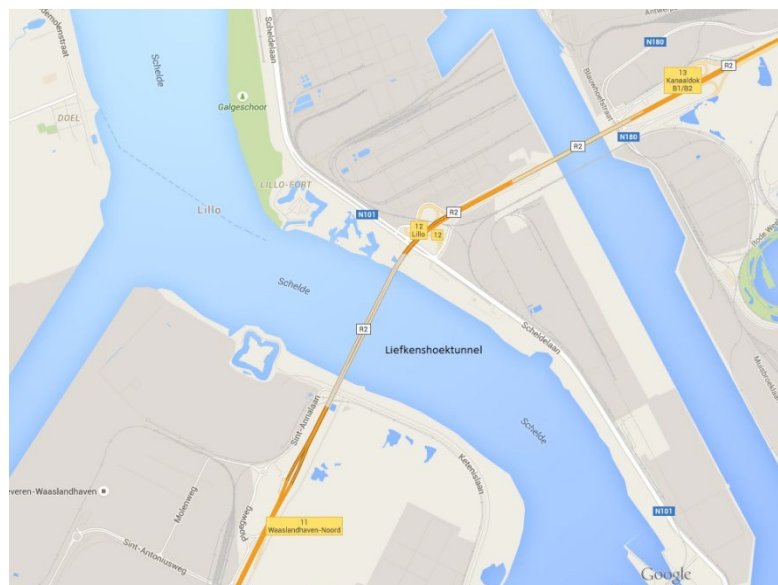
## 2. Information about the toll charger

### 2.1 Toll charger contact information

NV Tunnel Liefkenshoek  
Sint-Annalaan 1  
Haven 1968  
9130 Kallo  
Belgium

Phone: +32 3 5709807  
[www.liefkenshoektunnel.be](http://www.liefkenshoektunnel.be)  
[info@liefkenshoektunnel.be](mailto:info@liefkenshoektunnel.be)

### 2.2 Layout Map





**2.3 Geographical description of the EETS domain**

The Liefkenshoektunnel is a toll tunnel between Antwerp and Beveren under the River Schelde. The tunnel is a continuation of Highway R2, the ring motorway surrounding the city and harbour of Antwerp. Positioned between the Beverentunnel and the Tijsmanstunnel, the Liefkenshoektunnel is the second of three sequential road tunnels running under the river and port installations. It was constructed between 1987 and 1991, and opened on 10 July 1991.

**2.4 Nature of toll**

- a. a point charge for driving through a toll plaza
- b. the total height of the vehicle
- c. the toll is applicable 24h/24, 7d/7 with exception of the periods the tunnel is made toll-free by the Flemish Government in case of heavy traffic jams on the Antwerp ring (R1), approximately 100 hours/year.

**2.5 Technology used for tolling**

DSRC 5,8 GHz CEN/TC278 GSS 3.0

**2.6 Vehicles liable to toll**

All vehicles are liable to toll

**2.7 Vehicles classes**

Category 1	Total height of the vehicle < 3,00 m
Category 2	Total height of the vehicle >=3,00 m

## **2.8 Tariff classes**

List of tariffs: [www.liefkenshoektunnel.be](http://www.liefkenshoektunnel.be)

## **3. EETS provider application**

### **3.1 Application procedure**

An EP who wants to deliver Electronic Fee Collection (EFC) service has to send an official application to the Toll Charger (TC)- TLH. The application must include information regarding:

- The identity of the EP
- The financial status of the EP
- The service the EP intends to provide
- EETS registration status
- Detailed description regarding the On Board-Equipment(OBE) which will be offered.

The EP has to comply with the requirements to EETS Providers set out in the EFC Directive 2004/52/EC and Commission Decision 2019/520/EC and needs to be accredited on the VIAPASS Kilometer Charge for HGVS Network before an agreement between a provider and TLH regarding the acceptance of OBE at Liefkenshoektunnel can be entered into force.

## **4. Technical conditions**

### **4.1 Technology used for tolling**

DSRC 5,8 GHz CEN/TC278 GSS 3.0

### **4.2 Toll transaction policy**

Liefkenshoektunnel is a toll station with barriers. Next to a subscriber system using proximity cards, the toll collection is DSRC-based.

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 EP 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 EP according to the agreed procedures and data formats.

### **4.3 Data exchange**

Data exchange between the TC and the EP is based on a SFTP transfer. Other means of communication has to be agreed upon. The following data are exchanged:

- EFC toll context data detailed in parameter lists
- Validity lists
- Transferring and validating transactions

The format of the files has to be agreed upon.

#### **4.4 Exemption lists**

The control in respect of the EP is based on a Black List (Exemption list including blocked OBE)

#### **4.5 Degraded modes**

The possibility for manual entering of data can be agreed upon as a supplement to automatic procedures.

#### **4.6 Performance level**

The quality of performance is monitored daily.

The main quality requirements to performance are the amount of OBEs from an EP that can be read automatically without manual interference. The requirement is 99,9 % to be read correctly. Further, tailor-made quality issues can be agreed upon.

#### **4.7 Test procedures**

The candidate EP shall perform an assessment with support of the TC to verify the functionality and performance of the new OBE and the EP back office.

Before the test the EP should provide necessary proofs of conformity to specification of the OBE according to the EC Decision 2019/520/EC.

Prior to the test a test plan including all test procedures and related acceptance criteria should be developed by EP and approved by the Toll charger.

A sufficiently large sample of test OBE's should be provided to the tests.

The following tests shall be performed:

1. OBE functional tests
2. Data exchange tests
3. Back office system tests – verification of back office data interchange in a test environment.

## **5. Commercial conditions**

### **5.1 Fixed charges**

The candidate EP shall pay a fixed fee related to the implementation in the system of the TC. This fee is payable in different tranches prior to the commencement of each phase in the test procedure ( which is described in §4.7) as follows:

1. Prior to commencement of the OBE functional tests: € 7.500 (ex. VAT)
2. Prior to the commencement of data exchange tests: € 12.500 (ex. VAT)
3. Prior to the commencement of Back office system tests: € 7.500 (ex. VAT)

Prior to the commencement of each phase, TLH will send an invoice to the candidate EP inviting the latter to pay the fee into the account of TLH.

TLH will not commence a new phase of the test procedure until it has received payment of the relevant tranche of the fixed fee.

If TLH has to redo a test phase due to a lack of information, incorrect information or data, ... from the candidate EP, that phase will be invoiced again.

After acceptance/accreditation of the EP on the TC network/toll system a fee of € 1.750 (ex. VAT) is payable by the EP for testing additional OBE (i.e. additional EFC Context Mark) which have to be accepted on the TC network/toll system.

TLH will not start the testing procedure until it has received payment of the forementioned fee.

If TLH has to redo the testing of the additional OBE due to a lack of information, incorrect information or data, ... from the EP, € 1.750 (ex. VAT) will be invoiced again.

## **5.2 Guarantee or equivalent**

A bank guarantee or equivalent financial instrument is required based on the principles in Commission Decision 2019/520/EC, i.e. the amount shall not exceed the average monthly toll transaction amount paid by the EP for the toll domain.

The EP may suggest alternative solutions to provide payment security. Acceptance of alternatives will – among other things – be based on creditworthiness of the EETS Provider and the associated costs.

Other terms regarding guarantee and payment conditions are subject to negotiation between the TC and the EP.

## **5.3 Invoicing conditions**

Invoicing frequency: half monthly

Currency: EUR

Invoice language: Dutch

Other terms regarding invoicing conditions are subject to negotiation between the TC and the EP.

## **5.4 Payment terms**

Invoice date + 45 days

Other terms regarding payment terms are subject to negotiation between the TC and the EP.

## **5.5 EETS Providers remuneration conditions**

The EETS provider is entitled to remuneration for the service provided.

The amount of remuneration shall be among others based on the number of transactions and the monthly/yearly transaction amount and has to be negotiated between the TC and the EP.

## 6. Document revision

Version 5.0

Date of first appearance of this document into the register: February 2016.

Next review: June 2025.