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# **Supplement 8 to Annex 1 to the FDF EETS and Fuel Card Providers Ordinance**

## **Pilot Operation Specification - Level 4**

**EUROPEAN ELECTRONIC TOLL SERVICE FOR THE LSV**

**VERSION 2.2**

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## Pilot Operation Specification - Level 4

### 1 Overview

#### 1.1 Purpose of the document

This document provides details concerning the pilot operation, which is stage 4 in the EETS provider approval procedure for the LSV A toll domain.

This document supplements the pilot operation requirements set out in Annex 1 and Supplement 1. It supplements the aforementioned documents in particular with regard to

- the selection of pilot operation KPIs,
- the pilot operation acceptance criteria,
- the requirements for the EETS provider in terms of the number of vehicles, the minimum number of EETS journeys and the minimum total number of kilometres travelled by the EETS provider's vehicles, as well as
- the pilot operation timeframe for generating test data.

#### 1.2 List of changes

Version	Date	Section	Change
2.0	01.03.2020		First published version
2.1	21.08.2020	4.2	Maximum number of different vehicles increased
2.2	01.01.2022	various	Renaming of the Federal Customs Administration (FCA) to the Federal Office for Customs and Border Security (FOCBS)

#### 1.3 References

Document
[1] Annex 1 to the FDF EETS and Fuel Card Providers Ordinance: Technical and Operational Requirements for EETS Provider
[2] Supplement 1 to annex 1: EETS Provider KPIs

## 2 Overview of pilot operation phase

### 2.1 Introduction

For the EETS provider, the pilot operation is the fourth and final stage in the approval procedure for the LSV A toll domain. The pilot operation is carried out entirely with the operational systems of the FOCBS and the EETS provider with vehicles subject to charges.

During the pilot operation, a predetermined minimum number of EETS journeys are carried out by a small number of users over a defined period of time. This involves checking whether the EETS provider's system complies with the key performance indicators (KPIs) specified for the pilot operation. The EETS users in the pilot operation pay the LSV A using the EETS service without a redundant recording service. Furthermore, it is observed whether other unwanted anomalies occur in the EETS provider's system during the pilot operation. No test cases are specified during the pilot operation.

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### **2.2 Data collection and evaluation**

The FOCBS collects and saves all measurements and parameters needed to evaluate the pilot operation. These measurements and parameters are evaluated by the FOCBS's back office, where the acceptance criteria are checked and a final test report is prepared. On that basis, the FOCBS decides on approving the EETS provider for the LSVAs toll domain.

### **2.3 Duration of the pilot operation**

The data collection for the pilot operation lasts a maximum of two months. Thereafter, the FOCBS decides on the final approval of the EETS provider. During the period between the end of the pilot operation and the FOCBS's decision, the pilot fleet vehicles may continue to pay the LSVAs via the EETS OBE, but no additional vehicles with EETS OBEs valid for the LSVAs toll domain may travel in the LSVAs toll domain.

If the fleet of vehicles for an EETS provider's pilot operation cannot achieve the required mileage in the two-month period, this data collection phase may be extended. The EETS provider shall request this extension in advance. If the required mileage is not achieved in the planned data collection phase, the pilot operation may be extended by the FOCBS.

### **2.4 Extension, suspension or termination of the pilot operation**

In the event of significant shortcomings during the pilot operation (e.g. non-compliance with one or more KPIs, occurrence of irregularities, etc.), the FOCBS may extend the pilot operation and postpone approval for full operation until these shortcomings have been remedied.

In the event of serious deficiencies (e.g. endangerment of correct LSVAs collection for the pilot fleet), which are likely to prevent the EETS provider from meeting the acceptance criteria during the pilot operation, the FOCBS may terminate the pilot operation at any time. The EETS provider may request that the pilot operation be continued once these deficiencies have demonstrably been remedied.

## **3 KPIs for the pilot operation**

### **3.1 Selection of KPIs for the pilot operation,**

The required quality parameters/key performance indicators (KPIs) for EETS providers in the LSVAs toll domain are defined in Supplement 1. Only some of these parameters, which are used for regular operation, are considered in the pilot operation. The KPIs measured during the pilot operation and defined as acceptance criteria are listed below:

- KPI no. 3: Position data for the EETS journey
- KPI no. 4: EETS provider data delivery
- KPI no. 5: Timely transmission of FOCBS messages
- KPI no. 6: DSRC transaction rate

The following KPIs are explicitly not evaluated during the pilot operation:

- KPI no. 1: Vehicle data
- KPI no. 2: Holder data

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(It is unlikely that these two KPIs will be representative and meaningful during the pilot operation, which is why they are not taken into account during the pilot operation.)

### **3.2 Acceptance criteria for the pilot operation**

The acceptance criterion for each of the above KPIs during the pilot operation corresponds to the limit according to Supplement 1.

The **acceptance criteria** are thus the limits for the KPIs in Supplement 1.

## **4 Execution of pilot operation**

### **4.1 Preparation**

For the pilot operation, valid DSRC key and contract data and EETS OBE type information must be transmitted by the EETS provider to the FOCBS's system for LSVA collection. Once the DSRC key and contract data and EETS OBE type information have been transmitted, these details have to be tested at a border crossing designated by the FOCBS by means of test crossings with all of the EETS OBE types used for the pilot operation. The pilot operation can start after successful testing of the DSRC key and contract data and EETS OBE type information.

Note:

- The HTTPS and XML certificates were exchanged during the approval stage 3 (trial operation).

### **4.2 Vehicle fleet**

The EETS provider's fleet of vehicles used for the pilot operation must comply with the following rules:

- At least 50 different vehicles of the EETS provider must have completed at least one EETS journey during the pilot operation.
- No more than 300 different vehicles may have one or more EETS journeys during the pilot operation.

### **4.3 Mileage**

During the pilot operation, the EETS provider's vehicle fleet must achieve the following mileage:

- Minimum number of EETS journeys: 1,000
- Minimum distance subject to the LSVA driven: 100,000km

### **4.4 CCC transactions**

The EETS provider's vehicle fleet must carry out a minimum of 3,000 CCC transactions during the pilot operation.