



Electronic Toll Collection System of the National Revenue Administration

# EETS Domain Statement

## Table of Contents

1	General information .....	3
1.1	Purpose and scope of document.....	3
1.2	Terms and definitions .....	3
1.3	Reference list of documents .....	6
1.4	List of e-TOLL documents made available to the EETS Providers .....	7
2	Toll Charger .....	8
2.1	Identification of Toll Charger.....	8
2.2	Contact data of Toll Charger .....	8
3	Procedural conditions .....	8
3.1	General information .....	8
3.2	Toll .....	9
3.2.1	General information .....	9
3.2.2	Toll amount .....	10
3.2.3	Calculation of due toll and payment terms .....	10
3.3	EETS Provider accreditation process .....	10
3.4	Technical requirements for the EETS Providers .....	11
3.5	Communication between the Toll Charger (TC) and EETS Provider (EP).....	12
3.6	Performance Bond.....	13
3.7	Security for Tolls collected from the EETS Users .....	13
3.8	Required level of service (KPI) .....	14
3.9	Commercial conditions .....	15
3.9.1	Fees for Accreditation Tests.....	15
3.9.2	Remuneration of the EETS Provider .....	15
3.9.3	Level of quality of the EETS Provider services .....	16
4	Assessment of conformity to specifications.....	17
4.1	General information .....	17
4.2	Accreditation Tests .....	17
4.2.1	Integration Tests (E2E) – stage I.....	18
4.2.2	Smoke Tests – stage II .....	18
4.2.3	Pilot Test – stage III .....	18
5	Additional information .....	19
6	Appendix A .....	21

## 1 General information

### 1.1 Purpose and scope of document

This EETS Domain Statement addresses the EETS aspects provided under the Electronic Toll Collection System of the National Revenue Administration (e-TOLL) involving the EETS Provider. The purpose of this document is:

- a) laying down the procedural conditions, including the principles concerning tolls and commercial conditions;
- b) laying down the procedure for assessment of conformity to specifications and suitability for use of interoperability constituents.

### 1.2 Terms and definitions

The table below lists the key abbreviations and definitions used in this document.

Term	Definition
Billing Details	Daily summary of toll transactions for a single EETS vehicle communicated via interface.
CA	Certification Authority
Control Support Activities	Any activities intended to enable implementation of all processes associated with correct payment of Tolls and enforcement of penalties.
Context Data	Any data necessary to correctly establish the toll due for circulating a vehicle within the EETS Domain i.e. tariffs and road network, including all toll facilities.
Toll Declaration	A statement communicated by the EETS Provider containing information on a calculated toll.
EETS Provider (EP)	An entity which – under a separate contract - grants access to EETS to an EETS user, transfers the tolls to the relevant toll charger, and which is registered by its Member State of establishment.
EETS	European Electronic Toll Service
Notified Body	A body entitled to carry out testing and certification of a product/components and to carry out the assessment of conformity to specifications and verification of interoperability of the systems in the scope of the Directive on the European Electronic Toll System (EETS).
EETS Key Performance Indicators/KPI	An indicator related to the performance and quality of technology applied by the EETS providers in the toll system.

Breach	Any activity of the Head of the National Revenue Administration (NRA) or of the EETS Provider causing damage, decrease in functionality or effectiveness of the Interoperability Constituents, including in particular affecting correct toll calculation and performance of control activities.
Non-Disclosure Agreement (NDA)	An agreement by and between the EETS Provider and the Head of KAS, under which the parties thereto oblige themselves to exchange confidential materials or knowledge subject to their further non-disclosure.
Debit Note	A financial document specifying the Billing Period, bank account and amount due for calculated tolls to the EETS Provider.
OBE	On-Board Equipment – a complete set of hardware and software components to be used as part of the toll service which is installed or carried on board a vehicle in order to collect, store, process and remotely receive/transmit data, either as a separate device or embedded in the vehicle.
OBU	On-Board Unit – an on-board unit installed in a vehicle for the purposes of electronic toll collection.
Trust object	An information object exchanged between the units to ensure mutual security clearance Example: electronic certificate.
EETS Domain	A road network administered by the General Directorate for National Roads and Motorways, where the Toll Charger – Head of KAS levies tolls using the electronic toll system - EETS.
Billing Period	Period for which the Debit Note is issued.
Billing Period of the EETS Provider Remuneration	The period of providing the service, for which the EETS Provider receives remuneration.
Toll	Means the fee which must be paid by the road user for circulating on a given road, a road network, a structure, such as a bridge or a tunnel, or a ferry.
Payment Announcement	A system message sent by the EETS Provider summarising each ended Billing Period.
Controller	An entity verifying whether the EETS Users paid the tolls correctly.
Toll Charger (TC)	An entity responsible for charging tolls for the circulation of vehicles in an Toll Domain of the Head of KAS. In the e-TOLL System the role of the Toll Charger is performed by the Head of KAS.

Pilot Test	Test stage. Comprehensive verification of toll calculation to the EETS users by the EETS Provider and of billings between the EETS Provider and the Toll Charger. Pilot test is performed in the production environment with the use of a representative vehicle fleet at the diversified road sections and with the use of EETS Provider's OBE.
Suitability for Use	The ability of an Interoperability Constituent to achieve and maintain a specified performance when in service, integrated representatively into EETS in relation with a toll charger's system.
EETS Provision Summary Report	A document summarising the Billing Period of the EETS Provider Remuneration forming the basis for issuing an invoice by the EETS Provider.
Accreditation Tests and EETS Provider Deployment Schedule	A document containing the descriptions of activities to be performed to implement the tests of processes in the System/Component/Module and defining the implementation correctness criterion.
Interoperability Constituent	Any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into EETS upon which the interoperability of the service depends directly or indirectly, including both tangible objects and intangible objects such as software.
e-TOLL system	Electronic Toll Collection System of the National Revenue Administration
Production environment	Environment of the Head of KAS consisting in the infrastructure and software forming a complete system intended for the end users and supporting operation of real business processes.
Test environment	Environment consisting in hardware, software and other support elements necessary to perform the tests.
Contractual relationship	A relationship between the Toll Charger and the EETS Provider under the concluded Contracts/Contract (all rights and obligations provided for in these contracts, which may also survive their termination).
Smoke Tests	A stage of tests covering the key product functionalities aimed to confirm that the product performs the key business processes. The smoke tests are carried out before the appropriate Tests in order to make sure that the product is ready for further Tests.
Accreditation Tests	Assessment of of the suitability for use of interoperability constituents of the EETS Provider.

E2E (End-to-End) Integration Tests	A stage of tests covering the entire (end-to-end) system functionality. The Tests aim whether all system elements operate as intended and required.
EETS Contract	A contract by and between the EETS User and EETS Provider or a commercial partner of the EETS Provider.
EETS Accreditation and Operating Contract	A contract by and between the EETS Provider and the Toll Charger laying down the general and detailed rules of cooperation and obligations in the scope of performing the Accreditation Tests and providing the toll collection service in the EETS Domain.
EETS User	Means a natural or legal person who entered into an EETS Contract in order to gain access to the EETS Domain.
Application for EETS services on EETS Domain	Application filed by the EETS Provider to the Head of KAS in order to commence the accreditation process of the EETS Provider in the Toll Domain of the Head of KAS.
Security for Tolls collected from the EETS Users	Security lodged by the EETS Provider under Article 16k of the Act on public roads.
Suspension of EETS provision	Suspension of EETS by the Head of KAS by means of blocking communication between the EETS Provider system and e-TOLL resulting in disabled transfer of the calculated Tolls to e-TOLL.

Table 1 Uniform list of definitions and abbreviations for the EETS documentation

### 1.3 Reference list of documents

Ref no.	Document
[1]	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union
[2]	Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ EU L.2020.43.49 of 17.02.2020)
[3]	Act of 21 March 1985 on public roads (Journal of Laws of 2020, item 470, as amended)
[4]	Act of 27 October 1994 on toll motorways and on the National Road Fund (Journal of Laws of 2022, item 72, as amended.)

[5]	Regulation of the Council of Ministers of 22 March 2011 on the list of national roads or their sections on which the toll shall be collected electronically and the rates of electronic toll payment (Journal of Laws of 2021, item 32)
[6]	Regulation of the Minister of Transport, Construction and Maritime Economy of 25 April 2012 on toll rates for the use of a motorway (Journal of Laws of 2012, item 467)
[7]	PN-EN ISO 12855:2016-03 (EN ISO 12855:2015); Electronic fee collection -- Information exchange between service provision and toll charging
[8]	CEN/TS 16986:2016/ AC:2017 Electronic Fee Collection – Interoperable application profiles for information exchange between Service Provision and Toll Charging
[9]	PN-EN ISO 17575-1:2016 (EN ISO 17575-1:2016, EN ISO 17575-3:2016); Electronic fee collection - Application interface definition for autonomous systems - Part 1: Charging
[10]	PN-EN ISO 17575-3:2016 (EN ISO 17575-3:2016, EN ISO 17575-3:2016); Electronic fee collection - Application interface definition for autonomous systems – Part 3: Context data

Table 2 List of applied documents

#### 1.4 List of e-TOLL documents made available to the EETS Providers

Ref no.	Document name	Available from
1.	EETS Domain Statement	Published on the official website of the Head of KAS
2.	Application for EETS services on EETS Domain	Published on the official website of the Head of KAS
3.	Integration documentation for the EETS Providers	Made available upon signing the NDA with the EETS Provider
4.	Accreditation Tests and EETS Provider Deployment Schedule	Made available upon signing the NDA with the EETS Provider
5.	EETS Operation Manual for the EETS Provider	Made available upon signing the NDA with the EETS Provider

Table 3 List of e-TOLL documents made available to the EETS Providers

## 2 Toll Charger

### 2.1 Identification of Toll Charger

Pursuant to the Act of 6 May 2020 amending the Act on public roads and of certain other acts (Journal of Laws of 2020, item 1087) on the day of 1 July 2020, the **Head of the National Revenue Administration (KAS) (Head of KAS)** became the authority responsible for toll charging for the circulation of vehicles in the Toll Domain under the Electronic Toll Collection System of the National Revenue Administration (e-TOLL).

### 2.2 Contact data of Toll Charger

Ministerstwo Finansów – Krajowa Administracja Skarbowa (Ministry of Finance – National Revenue Administration)

ul. Świętokrzyska 12

00-916 Warsaw

[eets@mf.gov.pl](mailto:eets@mf.gov.pl)

## 3 Procedural conditions

### 3.1 General information

The procedural conditions offered by the Toll Charger are non-discriminatory i.e. apply to all EETS Providers.

Starting the activities in the role of EETS provider is subject to the following conditions:

- filing the Application for EETS services on EETS Domain along with applicable documents;
- entering into the Non-Disclosure Agreement (NDA) – the agreement is made in Polish language;
- entering into the EETS Accreditation and Operating Contract and establishment of Performance Bond by the EETS Provider for the Head of KAS – the contract is made in Polish language;
- successful completion of the accreditation process;;
- providing the Security for Tolls collected from the EETS Users in total, pursuant to the provisions of the EETS Accreditation and Operating Contract.

The EETS Provider (EP) provides the Toll Charger (TC) with details of the technical and commercial concept of EETS provision, which must include the following areas:

- a) Quality Management System, covering the monitoring of key implementation aspects;
- b) risk management;



- c) System Security Policy ensuring compliance with GDPR, a document confirming valid certification of the information security management system of the EETS Provider in accordance with the ISO/IEC27001 standard or a positive audit report on compliance of the EETS Provider's system with ISMS;
- d) a document concerning the certified interoperability constituents;
- e) a business plan containing at least:
  - 1. estimated number of contracts with the users, including the users making use of the Head of KAS toll domain – data by years: 1,2,3,4 and 5 years from commencement of EETS provision in the Head of KAS toll domain;
  - 2. average amount of toll per contract, including the average amount of tolls of a user making use of the Head of KAS toll domain – data by years: 1,2,3,4 and 5 years from commencement of EETS provision in the Head of KAS toll domain;
  - 3. projected share of the EETS Provider in toll charging in the Head of KAS toll domain within the first 12 months (divided by months) of operation in the Head of KAS toll domain;
  - 4. information and documentation confirming the projections of the amount of average monthly tolls billed by the EETS Provider;
  - 5. information on insurance policies of the EETS Provider, including their coverage.

## 3.2 Toll

### 3.2.1 General information

Toll is charged on the vehicles using the road network administered by the General Directorate of National Roads and Motorways, where the Toll Charger – Head of KAS collects tolls.

Any due toll is charged using the Electronic Toll Collection System of the National Revenue Administration (e-TOLL), provided that:

- geographical range and national road network subject to mandatory Electronic Toll are specified in document [5],
- categories of tolled vehicles and toll exempted vehicles are specified in document [3],
- categories of tolled vehicles on toll motorways and categories of toll exempted vehicles on toll motorways are specified in document [4].

The condition for proper calculation of Toll is equipping the tolled vehicle, on a mandatory basis, in a certified, properly operating and properly installed OBE.

### 3.2.2 Toll amount

Toll amount (electronic toll) is calculated as:

- the product of mileage (expressed in km) and toll rate per kilometre for a given vehicle category, provided that the EETS Domain administered by the Head of KAS will operate on the basis of so called sections, toll for which will depend on travelled length. Toll will be calculated in the specific toll collection points (virtual gates).

The amount of toll for passage of 1 km on a national road is specified in §3 of document [5] and Appendices 3 and 4 to document [5] and depends on the following:

- road class;
- vehicle category;
- EURO emission standards.

### 3.2.3 Calculation of due toll and payment terms

The entity responsible for Toll calculation is the EETS Provider (EP), who communicates information on calculated tolls (section, vehicle and its specification, toll) to the Toll Charger (TC), while the Toll Charger verifies correctness of toll calculated by EP and issues a relevant Debit Note to the EP.

The Debit Note is issued in Polish and English language, while the amounts are expressed in Polish Zlotys. The EETS Provider pays the Debit Note on the date agreed in the EETS Accreditation and Operating Contract by crediting the bank account specified by TC in the Debit Note.

## 3.3 **EETS Provider accreditation process**

The EETS Provider (EP) accreditation process applies to all EETS Providers and covers the following steps::

1. Filing the Application for EETS services on EETS Domain by the EETS Provider;
2. Positive verification of the Application for EETS services on EETS Domain;
3. Signing the Non-Disclosure Agreement (NDA) by and between EP and TC;
4. Providing the e-TOLL technical documents by TC to EP;
5. Presenting data listed in clause 3.1 of this EETS Domain Statement by EP;

6. Signing the EETS Accreditation and Operating Contract and establishing the Performance Bond by the EETS Provider for the Head of KAS in order to secure claims for due performance of the Contract;
7. Participation in the Accreditation Tests and obtaining positive test results;
8. Lodging the Security for Tolls collected from the EETS Users in total pursuant to the provisions of the EETS Accreditation and Operating Contract;
9. Deployment of the EETS Provider.

If the Tests are completed with a negative result and the negative Test Report is generated, the EETS Provider may:

- repeat the Tests in total or in part,
- suspend or cancel the pending accreditation process of the EETS Provider.

### 3.4 Technical requirements for the EETS Providers

e-TOLL technical solutions are based on the GNSS AND ANPR technologies. The EETS User's OBE does not connect with the e-TOLL system.

The EETS Provider's (EP) system, which connects with the e-TOLL system, must:

- establish secure VPN connection with IPsec service;
- send messages only via a VPN tunnel;
- use SOAP network services with HTTPS protocol and communicate via port 443;
- use the certificates issued by the CA:
  - TC must send the MF CA certificate and intermediate certificates to EP;
  - EP must send the CA certificate and intermediate certificates to TC;
  - TC must send the certificate used to verify the EP message;
  - EP must send the certificate used to verify the TC message;
- information must be sent using the char protocol and data must be coded using the XER encoding rules in accordance with the valid version of the ISO/IEC 8825-4 standard

When communicating with the e-TOLL system:

- EP will call only the operations made available by TC;
- EP must deploy the services, with which TC will connect;
- Communication will be asynchronous, the service will not return the result and the response containing the processing result will be sent in a separate message.

### 3.5 Communication between the Toll Charger (TC) and EETS Provider (EP)

Communication between the TC and EP is executed via a secured communication channel, a VPN tunnel, and is based on exchanging the messages referred to in the ISO 12855:2015 and CEN/TS 16986:2016/AC:2017 standards.

Description of the communication model:

- a) TC provides EP with data enabling proper calculation of tolls for the EETS Users (context data in the form of EfcContext message);
- b) on the basis of the provided context data, EP calculates tolls to the EETS users for circulation on toll roads in Poland;
- c) with a frequency laid down in the contract, EP provides TC with information on the lists of EETS Users i.e. a list of all OBE, users of which declared according to the contract that they will travel at the territory of Poland, and the list of OBE for which TC should not charge tolls (data in the form of EETS User List) – so called white and black lists; the requirement of holding of valid lists by TC and that 1 user should be entered into 1 list at the same time should be adopted as a general rule;
- d) with a frequency close to real time, EP provides TC with information on tolls calculated to the EETS Users in the form of Toll Declaration messages – max. up to 300 second from the event. Each message forms a separate event;
- e) at the end of the day, EP provides TC with a summary of calculated tolls per each vehicle (data in the form of Billing Details – by 04:00:00 following the ended day);
- f) upon completion of the billing period, EP provides TC with a message summarising all tolls calculated within the full billing period (data in the form of Payment Announcement message);
- g) upon verifying data on toll calculated by TC, this Calculated Toll forms the basis for issuing the debit note sent to EP (via interface);
- h) on the date laid down in the contract, EP pays the calculated tolls to TC;
- i) Control of users on the roads, which verifies the toll payments, operates on the basis of the provided Toll Declarations;
- j) in justified cases, for the purposes of proceeding any suspicion of breach/ an administrative procedure on breach, TC sends an inquiry to EP to provide user details (Provide User Details), which are necessary to perform the activities. The EP response time (data reception) – 60 seconds;
- k) Messages are confirmed by both parties as laid down in this manual.

### **3.6 Performance Bond**

Prior to the date of entering into the Contract, the EETS Provider is obliged to establish the Performance Bond for the Head of KAS in order to secure claims for non-performance or undue performance of the Contract. The performance bond should be established in a manner to enable the Head of KAS unconditional, complete and irrevocable collection of the amount due.

The performance bond should be established, at the discretion of the EETS Provider, in one or several of the following forms:

- 1) in cash, paid by bank transfer onto a bank account specified by the Head of KAS;
- 2) bank guarantee;
- 3) insurance guarantee;
- 4) any other equivalent financial instrument.

The amount of Performance Bond is equal to 5% of the total 12 average monthly Remunerations. Prior to entering into the contract, the amount of Performance Bond should be calculated on the basis of the projected values.

### **3.7 Security for Tolls collected from the EETS Users**

The EETS Provider is obliged to establish the Security for Tolls collected from the EETS Users for the Head of KAS in order to secure claims for Tolls and interest for delay.

Security for Tolls collected from the EETS Users should be established in a manner to enable the Head of KAS unconditional, complete and irrevocable collection of the Toll and interest due.

Security for Tolls collected from the EETS Users should be established in one or several of the following forms:

- a) in cash, paid by bank transfer on a bank account of NRA specified in the EETS Accreditation and Operating Contract;
- b) bank guarantee;
- c) insurance guarantee;
- d) surety granted by an entity with capacity to repay in a calendar year, in which the surety was granted, was assessed at the level of:

- at least BBB + or Baa 1 granted by the rating agencies specified in the provisions issued under Article 2c(3) of the Act of 8 May 1997 on sureties and guarantees granted by the State Treasury and by certain legal persons (Journal of Laws of 2022, item 122) or
  - equivalent to at least BBB + or Baa 1 granted by the internationally recognised rating agencies;
- e) other equivalent financial instrument.

The form and details terms and conditions for establishing the Security for Tolls collected from the EETS Users are laid down in the EETS Accreditation and Operating Contract.

The amount of security is equal to an average monthly amount of Tolls specified in the Debit Notes and billed by the EETS Provider in the EETS Domain within the last 12 months. This amount shall be verified at least once per quarter and updated, if necessary.

For the EETS Providers operating in the EETS Domain for less than 12 months, the amount of security is established by the Head of KAS in a relevant scope on the basis of the projected average monthly amount of tolls billed by the EETS Provider in the EETS Domain, specified on the basis of the number of contracts and average toll per contract, estimated in the business plan of the EETS Provider submitted to the Head of KAS and containing comprehensive information and documentation confirming the projections on the amount of average monthly tolls billed by the EETS Provider. This amount is also subject to successive verifications on the basis of Tolls specified in the Debit Notes and billed by the EETS Provider (in the calculation, the monthly value of calculations shall gradually replace the projected monthly average of calculations provided for in the business plan).

### **3.8 Required level of service (KPI)**

The required level of service will be monitored with the use of indicators laid down in the EETS Accreditation and Operating Contract and encompasses the following areas: quality, timeliness and correctness. KPI monitoring covers data of a given EETS Provider for the period of a calendar month.

If the value of any KPI fails to reach an appropriately high level or exceeds the permissible defined level of error, it results in lowering the remuneration due to failure to meet the qualitative requirements of the service.

The scope of KPI and requirements constitute Appendix 6 to the EETS Accreditation and Operating Contract.

### 3.9 Commercial conditions

The commercial conditions offered by the Toll Charger are non-discriminatory i.e. apply to all EETS Providers.

#### 3.9.1 Fees for Accreditation Tests

The EETS Provider pays no fee for Accreditation Tests. The EETS Provider shall be obliged to provide the vehicle fleet – equipped with OBE, with drivers and circulation of vehicles during the Pilot Test.

The Head of KAS is not obliged to pay remuneration or any other fees related to the performed Accreditation Tests to the EETS Provider.

#### 3.9.2 Remuneration of the EETS Provider

The EETS Provider shall be entitled to Remuneration from the Head of KAS. Remuneration of the EETS Provider may be decreased or increased by the Head of KAS by the result of KPI calculation. Remuneration of the EETS Provider is paid on monthly basis in arrears, on the basis of a VAT invoice duly issued by the EETS Provider. Each EETS Provider is entitled to remuneration calculated under the same rules.

Monthly remuneration is calculated on the basis of diversified % rates depending on the achieved level of toll calculation. The percentage rate is strictly correlated to a specific range of monthly amounts, which are verified every month. The remuneration rates may be verified every 2 years from the date of entering into the Contract or in the case of significant changes to the system of the Head of KAS or tolled road network or a change of toll rates.

% rates are based on the following calculations:

- 1) amount corresponding to savings generated by the toll charger with regard to EETS provision by the EETS provider: savings of the Head of KAS result from allocation of tasks related to toll charging between the Head of KAS – Toll Charger – and the EETS provider. In addition, in the case of achieving the highest quality of services confirmed by specific KPI, the provider may receive an allowance increasing the remuneration in the month, in which the relevant level of service quality was achieved;
- 2) commission for risks related to toll charging in the EETS KAS Toll Domain and therefore transferred onto the EETS provider. Risks transferred onto the EETS provider include in particular:

Risk 1: associated with incorrect handling of context data by EP (i.e. the risk of erroneous location of virtual toll collection point by the EETS provider affecting data integrity and completeness);

Risk 2: associated with data collection from OBU (i.e. the risk of failure to keep the deadline for data transfer to e-TOLL due to mobile network coverage during a vehicle passage);

Risk 3: associated with sending a list of users by EP to TC (i.e. the risk of late delivery of the list of users by the provider to e-TOLL (after the vehicle passage has started) and therefore rejection of toll declaration by e-TOLL and exposing the users to sanctions);

Risk 4: associated with entering into contracts with the users (i.e. the risk associated with user registration on the basis of incorrect data/documents submitted by this user to the EETS provider).

### 3.9.3 Level of quality of the EETS Provider services

The level of KPI achieved by the EETS Provider is monitored with a view to data collected for the period of a calendar month. Monitoring considers no statements referring to the events taking place and required in the course of the technical system servicing periods agreed by and between the EETS Provider and Toll Charger.

Depending on the achieved level of KPI, the Remuneration may be decreased or increased. Remuneration is decreased / increased from the Remuneration amount before any deductions are made i.e. the amount of Remuneration is affected by each KPI separately.

Remuneration may be increased only on the basis of KPI 2 and 3 from the list presented below.

Level of service quality is assessed on the basis of the following KPI:

- KPI 1. Level of timely responses sent by the EETS provider to the Toll Charger requests to provide user details;
- KPI 2. Level of correctness in toll calculation;
- KPI 3. Timeliness of sending Toll Declaration messages by the EETS provider to the Toll Charger;
- KPI 4. Correctness of fixed vehicle data saved in OBU;
- KPI 5. Share of Toll Declarations of the value of 0.00 and deleted (cancelled) to all Toll Declarations;
- KPI 6. Timeliness of sending Billing Details messages by the EETS provider;
- KPI 7. Number of Toll Declaration messages rejected by the Toll Charger.



## **4 Assessment of conformity to specifications**

### **4.1 General information**

The procedure for of assessment of conformity to specifications and of the suitability for use of interoperability constituents applies to all EETS Providers.

The EETS Provider (EP) presents the specification of its interoperability constituents, including in particular OBE and relevant back office interface in order to integrate them with e-TOLL.

The EP shall present TC, as a proof of conformity of the interoperability constituents, with a documentation containing the EC declaration of conformity with the specifications. By issuing the EC declaration of conformity, the manufacturer assumes the responsibility for conformity of an interoperability constituent.

The Toll Charger (TC)) is entitled to verify documents presented by EP. Only the certified interoperability constituents will be approved. EP may correct the specifications until interoperability is reached.

The EP's interoperability constituents should meet the requirements laid down in documents [1], [2] on the date of commencement of Accreditation Tests at the latest, subject to obligation of the EETS Provider to update them after the Date of Commencement of EETS Provision.

### **4.2 Accreditation Tests**

The Procedure for testing the Suitability for Use applies to all EETS Providers (EP) and covers the comprehensive Acceptance Tests to the e-TOLL system.

The tests are performed in accordance with technical documentation specifying the course of Acceptance Tests provided to EP and following the "Accreditation Tests and EETS Provider Deployment Schedule".

In order to commence the EETS provision, the EETS Provider is obliged to complete with a positive result of all stages of Accreditation Tests:

- a. Suitability for Use Test - E2E Integration Tests (stage I);
- b. Suitability for Use Test – Smoke Tests (stage II);
- c. Suitability for Use Test – Pilot Test (stage III);

provided that the condition necessary to commence stage II of the Suitability for Use Test – Smoke Tests is completion of the first stage of the Suitability for Use Test – E2E Integration Test and the condition necessary to commence stage III of the Suitability for Use Test – Pilot Test is completion of the second stage of the Suitability for Use Test – Smoke Tests.

#### 4.2.1 Integration Tests (E2E) – stage I

The procedure describes the steps taken to verify correctness of deploying the interface for the EETS Providers and correct implementation of the EETS processes for e-TOLL in the testing environment before the Smoke Tests and Pilot Test in the production environment of e-TOLL:

1. EP agrees the date of E2E Integration Tests with TC;
2. TC prepares the e-TOLL System to commence the E2E Integration Tests;
3. EP performs all EETS transactions provided for in the test scenarios;
4. TC verifies correctness of all transactions provided for in the test scenarios;
5. The Test Report specifying the result is prepared upon completion of E2E Integration Tests.

If the E2E Integration Tests are completed with a positive result and the positive Test Report from the E2E Integration Tests is generated, the EETS Provider testing process is continued – Smoke Tests.

If the E2E Integration Tests are completed with a negative result and the negative Test Report from the E2E Integration Tests is generated, the EETS Provider may:

- a. repeat the Tests in total or in part;
- b. suspend or cancel the pending accreditation process of the EETS Provider.

#### 4.2.2 Smoke Tests – stage II

The procedure describes the steps taken to verify correctness of deploying the interface for the EETS Providers and correct implementation of the EETS processes for e-TOLL in the production environment (before the Pilot Test in the e-TOLL production environment):

1. EP agrees the date of Smoke Tests with TC;
2. TC prepares the e-TOLL System to Smoke Tests;
3. EP performs all EETS transactions provided for in the test scenarios;
4. TC verifies correctness of all transactions provided for in the test scenarios;
5. The Test Report specifying the result is prepared upon completion of Smoke Tests.

The test result may be positive, which means conformity of EP with the e-TOLL system constituents in the production environment, or negative, which means a partial or total non-conformity of EP.

#### 4.2.3 Pilot Test – stage III

The procedure describes the steps taken to verify correctness of deploying the interface for the EETS Providers and correct implementation of the EETS processes for e-TOLL in the production environment (before deploying the EETS Provider in E-TOLL):

1. EP agrees the date of Pilot Test with EC,
2. TC prepares the e-TOLL System for the Pilot Test,
3. EP installs OBE of the EETS Provider and OBE of TC in the vehicles participating in the Pilot Test in order to pay for passages,
4. The vehicles participating in the Pilot Test perform a specific number of passages on the agreed route in accordance with the technical documentation of Integration Tests and test scenarios;
5. TC verifies correctness of all transactions provided for in the test scenarios;
6. The Test Report specifying the result is prepared upon completion of Pilot Test.

The test result may be positive, which means conformity of EP with the e-TOLL system constituents in the production environment, or negative, which means a partial or total non-conformity of EP.

## 5 Additional information

The Toll Charger reserves its right to introduce amendments to the requirements and terms and conditions specified in this EETS Domain Statement at any time without prior notice.

In such case, the amended EETS Domain Statement shall be immediately made available to the EETS Providers by the Toll Charger.

The EETS Provider and EETS Users are obliged to follow the applicable regulations listed in this EETS Domain Statement and forming the basis for the EETS Domain, including in particular:

- Act of 21 March 1985 on public roads (Journal of Laws of 2020, item 470, as amended).
- Act of 27 October 1994 on toll motorways and on the National Road Fund (Journal of Laws of 2022, item 72, as amended).
- Regulation of the Council of Ministers of 22 March 2011 on the list of national roads or their sections on which the toll shall be collected electronically and the rates of electronic toll payment (Journal of Laws of 2021, item 32)
- Regulation of the Minister of Transport, Construction and Maritime Economy of 25 April 2012 on toll rates for the use of a motorway (Journal of Laws of 2012, item 467).
- Regulation of the Minister of Infrastructure and Development of 27 August 2015 on the payment and billing of electronic tolls (Journal of Laws of 2015, item 1406, as amended).
- Act of 6 May 2020 amending the Act on public roads and of certain other acts (Journal of Laws of 2020, item 1087).

If there is any contradiction between the content of this EETS Domain Statement and the generally applicable provisions, the latter shall prevail.



## 6 Załącznik A

### Załącznik A – wzór formularza zgłoszeniowego

**Wniosek o dopuszczenie do świadczenia usługi EETS  
na Obszarze EETS Szefa KAS**

**Application for EETS services on EETS Domain**

Pełna nazwa Dostawcy EETS Full company's name
Kraj rejestracji Dostawcy EETS EETS Provider registration country
Adres siedziby Dostawcy EETS Address
Osoba do kontaktu ze strony Dostawcy EETS (nazwisko, stanowisko, adres, telefon, email) Contact point (name, position, address, phone no, email)
Informacje o OBE (producent, model) OBE information (producer, model)
Załączniki Attachments

Data/date

Podpis/Signature

Pouczenie:

- Wniosek należy wypełnić w języku polskim.
- Do wniosku należy załączyć następujące dokumenty:
  - Informację z Krajowego Rejestru Sądowego lub w przypadku podmiotów zarejestrowanych poza granicami Polski – informację z odpowiedniego rejestru handlowego prowadzonego w państwie siedziby Dostawcy EETS<sup>1</sup>.
  - Potwierdzenie rejestracji jako Dostawca EETS (dokument rejestracji/ certyfikat rejestracji).
  - Deklarację zgodności ze specyfikacjami dla OBU wskazanego we wniosku.

W przypadku dokumentów składanych w innym języku niż język polski wymagane jest tłumaczenie przysięgłe na język polski (dotyczy wszystkich dokumentów).

Kopie załączanych dokumentów należy poświadczyc za zgodność z oryginałem. Podpisaną wersję papierową wniosku wraz z załącznikami należy przesłać na adres:

**Ministerstwo Finansów – Krajowa Administracja Skarbowa**

*ul. Świętokrzyska 12*

*00-916 Warszawa*

- W celu usprawnienia komunikacji zalecane jest także przekazanie wersji elektronicznej wniosku (wraz z załącznikami) na adres [EETS@mf.gov.pl](mailto:EETS@mf.gov.pl).

Information on application for

- Form must be filled in Polish
- Application needs to be accompanied by following documents:

---

<sup>1</sup> Informacja musi określać zasady reprezentowania podmiotu. Informacja musi być wystawiona nie wcześniej niż 6 miesięcy od daty przekazania wniosku do KAS.

- Information from KRS or in case of foreign enterprise from national business register (if information is provided in language other than Polish it needs to be accompanied by certified translation into Polish)<sup>2</sup>
- EETS Provider registration confirmation (document confirming registration)
- EC Declaration on conformity with specifications

In the case of documents submitted in a language other than Polish, a sworn translation into Polish is required (of all documents).

Copies of the attached documents must be certified as conforming to the original. Signed paper version should be send to following address:

***Ministerstwo Finansów – Krajowa Administracja Skarbowa***

*ul. Świętokrzyska 12*

*00-916 Warszawa*

*Polska/ Poland*

- In order to ensure smoother communication it is advised to send electronic version of application (with required documents) on [EETS@mf.gov.pl](mailto:EETS@mf.gov.pl) address.

---

<sup>2</sup> Information needs to present rules on entity representation. Information needs to be issued no later than 6 months before application submission date.