



Schweizerische Eidgenossenschaft
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Swiss Confederation

Federal Department of Finance FDF

Federal Office for Customs and Border Security FOCBS
Foundations Directorate

Supplement 4 to Annex 1 to the EETS- and NETS-Provider-Ordinance FOCBS

Implementation Concept Template - Level 1

EUROPEAN ELECTRONIC TOLL SERVICE FOR THE LSV

VERSION 3.0

Implementation Concept Template - Level 1

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1 Overview

1.1 Purpose of the document

This document contains the requirements for the EETS provider to document the implementation concept according to the technical specifications. The implementation concept shall be submitted together with the application form.

The document contains the specifications on the topics, questions and scope of the descriptions to be provided by the EETS provider in the implementation concept.

1.2 List of changes in template

Version	Date	Section	Change
2.0	01.03.2020		First published version
2.1	21.08.2020	1.7 2.1 3.1 (6) 3.2 (7) 3.4 (16) 3.5 (21) 3.6 (25)	Table for versioning of implementation concept CountryCode and providerIdentifier added Adaption to Version 2.1 of Annex 1 Ditto Ditto Ditto Ditto and required implementation description: confirmation instead of description
2.2	01.01.2022	various	Renaming of the Federal Customs Administration (FCA) to the Federal Office for Customs and Border Security (FOCBS)
3.0	01.09.2024	various	Changes to the technical and operational requirements in line with the legal basis of the LSVA III system.

1.3 References

Document
[1] Annex 1 to the EETS- and NETS-Provider-Ordinance FOCBS: Technical and Operational Requirements for EETS Provider Supplement 2- No longer valid
[2] Supplement 3 to annex 1: EETS Provider Interface Supplement 5- No longer valid
[3] Supplement 6 to annex 1: EETS Provider Interface Test Specification - Level 2

1.4 Limitations

Requirements from the approval contract are not taken into account in the implementation description.

1.5 Terms and abbreviations

See Annex 1.

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1.6 Template instructions

This document is made available to the EETS provider as a fully editable Word template. The provider shall use this template to reply and it shall be returned to the FOCBS as a PDF file.

As an EETS provider, you should, whenever possible, limit yourself to completing the table fields provided for this purpose. Changes which only concern document customisation should be made elsewhere.

Below you will find instructions on how to use this document as a template.

Customising the document:

- In the field under *File*→*Properties*→*Topic*, replace the current subtitle "Implementation concept template – Level 1" with the new subtitle "Implementation concept <EP-NAME>" (<name of EETS provider>).
- The header on the first page can be designed using the EETS provider's logo.
- The version of the implementation concept <EP-NAME> shall be filled in section 1.7

Table fields to be completed:

Table fields which are to be completed by the EETS provider are marked with "...". Example:

Self-declaration document name	Self-declaration date
...	...

1.7 List of changes in implementation concept

Version	Date	Section	Change

2 Principles of the implementation concept

2.1 EETS provider identification

Name and address of the EETS provider
...

Provider Identification	
countryCode	...
providerIdentifier	...

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2.2 Person responsible

The EETS provider shall designate the contact person responsible for the implementation concept.

Title	...
Full name	...
Function	...
Email	...
Landline/mobile phone	...

2.3 Document versions

The EETS provider confirms (as part of the self-declaration below) that it refers to Annex 1 and Supplement 3 with the versions indicated in its implementation description. Currently, no further documents are relevant for the implementation description.

Technical adjustments, amendments to standards, etc. may result in newer versions of the FOCBS requirement documents. This confirmation ensures that the EETS provider has used the correct versions for this implementation description.

2.4 Completeness of the implementation concept

The EETS provider shall submit the following self-declaration together with the implementation concept in a separate document with legally binding signatures:

- We confirm that we have complied with all the technical requirements set out in Annex 1 section 2 for the implementation of the LSVA EETS service and the implementation concept.
- We confirm that Annex 1 and Supplement 3 with the date and version specified in each case were used as the basis for the implementation of the LSVA EETS service and for drawing up the implementation concept.
- We confirm that the implementation concept submitted contains all the concepts, descriptions and answers required in the "*Implementation concept*" template.

The implementation concept will not be examined without this self-declaration.

Self-declaration document name	Self-declaration date
...	...

2.5 EETS OBE

List of EETS OBE units to be approved with unique identification (in accordance with Annex 1 section 4.1).

OBU no.	Manufacturer (brand)	Unique type designation	basicVersionId (1) (2)
1
2

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...
-----	-----	-----	-----

Information on the EETS OBE units regarding the ChargeReport as described in chapter 2.3.2.3 in Supplement 3:

OBU no.	manufacturerID (2)
1	...
2	...
...	...

(1) The basicVersionId as described in section 2.3.2.3 in Supplement 3. The description for the definition and assignment of this ID is stipulated in section 3.9 in the implementation descriptions for specifications 30) and 31).

(2) Representation of the value in hexadecimal format.

2.6 System concept

The EETS provider shall provide a system concept (top-level design) for its LSV A EETS service solution. The EETS provider shall document the implementation of the technical specifications and the processes required to collect the LSV A in this concept. The concept shall include the following points in particular:

- Description of all required functions for the LSV A and their integration in its EETS system
- Description of the dependencies between the functions for the LSV A and the functions for other toll areas

In the event of adjustments to the EETS provider's system, the updated version of this system concept shall enable changed, removed or new functions and processes to be identified.

This system concept also serves to improve/simplify the understanding of the detailed processes and answers described in chapter 3.

The system concept should be delivered in a separate, stand-alone document.

System concept document name	Date and/or version
...	...

3 Implementation descriptions

The general aim of the implementation descriptions stipulated in this chapter is to identify and avoid implementations that do not comply with the requirements and to uncover misunderstandings. The EETS provider shall answer the questions and required explanations regarding the specifications, which either are important for the FOCBS to ensure a correct understanding of the requirement or allow an assessment of the effects on the LSV A EETS system.

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The EETS provider should keep its descriptions as concise as possible. References to descriptions from the system concept are permissible only if the referenced description is short (no more than 3 to 4 pages) and precise.

The structure of this chapter is identical to Annex 1 section 2. The specifications without the required implementation description are marked accordingly.

3.1 On-board units used by the EETS provider

Specification	
1) Declaration of conformity	The EETS provider shall have the EC declaration or certificate which attests the conformity of the OBE used.
Required implementation description	
Provision of the declaration of conformity for the EETS OBEs used. The list below shall contain the document names of the corresponding declaration(s) of conformity for all EETS OBEs intended for approval.	
EETS provider description	
OBU no. as specified in section 2.5 1 - ... 2 -	

Specification	
2) EETS OBE personalization	The EETS provider shall personalize the EETS OBE it provides to the EETS user to the registered vehicle. The EETS provider shall use the PAN as the unique key to the registered vehicle (vehicle data) with the corresponding vehicle holder (holder data).
Required implementation description	
Description of the processes for customer administration regarding the assignment of vehicle holders to PAN and EETS OBE. This should include the following points: <ul style="list-style-type: none"> • Initial notification/registration of vehicle and vehicle holder • Changes to vehicle and/or vehicle holder data • Replacement of the EETS OBE in the vehicle • Change of vehicle holder with transfer of EETS OBE (EETS OBE remains in the vehicle) • Time of data update (especially of PAN and vehicle registration number) in the back office 	
EETS provider description	
...	

Specification	
3) ETS OBE assignment	The assignment of EETS OBE (PAN), vehicle and vehicle registration number of the vehicle subject to tolls, to each other shall always be unambiguous at all times during the EETS journey.

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Required implementation description	
Description of the measures which ensure that the combination of EETS OBE, PAN and vehicle registration number, including country code, does not change during the EETS journey.	
EETS provider description	
...	

Specification	
4) Functionality of the EETS OBE	<p>The EETS provider shall ensure its EETS OBE functions correctly when recording the LSVAs.</p> <p>This concerns in particular the recording of the route travelled by the EETS user in the LSVAs toll domain.</p> <p>Functionality is measured using the KPI according to specification 35) KPI no. 3: position data for the EETS journey.</p>
Required implementation description	
<p>(a) Description of the processes for monitoring the functionality/recording capability of the EETS OBE</p> <ul style="list-style-type: none"> • in the EETS OBE • in the EETS provider's back office <p>also with regard to specification 5) EETS OBE recording capability.</p> <p>(b) Description of how the EETS provider's system behaves with an EETS OBE when it is no longer capable of recording.</p> <p>Notes:</p> <ul style="list-style-type: none"> • All functions of the EETS OBE monitored by the EETS provider with respect to recording capability shall be taken into account. • The user/driver's obligation to cooperate is not to be described here. 	
EETS provider description	
...	

Specification	
5) EETS OBE recording capability	<p>The user interface of the EETS OBE shall clearly indicate to the EETS user whether or not it is capable of recording in the LSVAs toll domain.</p> <p>In particular, the EETS OBE's capability to record shall be permanently visible to the EETS user as a status (green = capable of recording).</p>
Required implementation description	
The EETS provider shall provide the FOCBS with operating instructions for the EETS OBE intended for approval. The relevant pages, chapters or points of the instruction manual shall be specified.	
EETS provider description	
...	

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Specification	
6) EETS OBE user interface	<p>The EETS user (driver) shall be able to enter via the EETS OBE user interface all information necessary for a trailer declaration including either the information for a simplified trailer declaration or trailer weight declaration with indication of weight (trailerMaxLadenWeight) and trailer type (trailerTyp).</p> <p>The weight shall be indicated in one of the following resolutions:</p> <ul style="list-style-type: none"> • 10 kg rounded down • 100 kg rounded up • 1000 kg rounded up <p>The EETS user shall be able to see all information regarding the current trailer declaration status on the user interface of the EETS OBE.</p>
Required implementation description	
<p>a) The EETS provider shall provide the FOCBS with operating instructions for the EETS OBE intended for approval. The relevant pages, chapters or points of the instruction manual shall be specified.</p> <p>b) Description of which type of trailer declaration is possible, the simplified declaration or the declaration with indication of weight and trailer type.</p>	
EETS provider description	
...	

3.2 Transmission of the contract data of the on-board units

Specification	
7) DSRC contract data	Specification no longer applies.

Specification	
8) Activation of new DSRC contract data	Specification no longer applies.

3.3 Communication with the FOCBS's EETS systems

Specification	
9) Interfaces	The EETS provider's system shall have the interface specified by the FOCBS in accordance with specification 11) and operate them in accordance with the FOCBS's specifications.
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

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Specification	
10) DSRC interface	Specification no longer applies.

Specification	
11) Back office interface	<p>In order to exchange data with the FOCBS, the EETS provider's IT system shall have a back office interface in accordance with Supplement 3.</p> <p>The test procedure for verifying the back office interface is defined in Supplement 6.</p>

Required implementation description	
<p>Description of the implementation of the back office interface, in particular with regard to</p> <ul style="list-style-type: none"> the requirement in section 3.6.1 and the recommendation in section 3.6.2 <p>of Supplement 3 listed below:</p> <p><i>3.7.1 Limitations</i></p> <p><i>The EETS provider shall use only one thread to send messages to the FOCBS and only one other thread for receiving messages from the FOCBS. That means the EETS provider shall use the send and receive functionalities of the FOCBS server as if it were a "single-threaded server" for each of these two functionalities and a next command would therefore be possible only after the HTTP response.</i></p> <p><i>Reason:</i></p> <p><i>The reason for this requirement is to avoid overloading the FOCBS server. All EETS providers use the same server and therefore the restriction to only one thread for sending and one thread for receiving per EETS provider avoids blocking of other EETS providers caused by a multithreaded overload of the FOCBS server by a single EETS provider.</i></p> <p><i>3.7.2 Recommendations</i></p> <p><i>The FOCBS recommends to send an EETS journey declaration shortly after the vehicle has left the LSVVA toll domain. In addition, the FOCBS recommends sending messages to the FOCBS and receiving messages from the FOCBS throughout the day (not only once a day as a batch job).</i></p> <p><i>Depending on the workload, the FOCBS's system will process and reply to a message from the EETS provider as quickly as possible. A quick EETS journey declaration and fast reply to the holder data request decreases the delivery time of the assessment data and electronic assessment decision (BillingDetails) to the EETS provider.</i></p>	
EETS provider description	
...	

Specification	
12) Time standard	All time data transmitted between the FOCBS and the EETS provider as part of the data exchange shall be given in UTC.

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Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

Specification	
13) Unique vehicle identification	During an EETS journey, the vehicle and thus also the vehicle holder shall be uniquely identifiable via the vehicle registration number.
Required implementation description	
Description of the measures taken to ensure that during an EETS journey <ul style="list-style-type: none"> the assignment of the vehicle registration number to the vehicle holder cannot be modified. 	
EETS provider description	
...	

Specification	
14) Securing the back office interface	The back office interface between the FOCBS and the EETS provider shall be secured in accordance with the FOCBS's security requirements. These are defined in Supplement 3.
Required implementation description	
a) Confirmation from the EETS provider that the requirement has been understood and correctly implemented. (b) Identification of the issuer of the EETS provider certificates accepted by the FOCBS.	
EETS provider description	
...	

3.4 Registration of EETS users and their vehicles

Specification	
15) EETS users	<p>The EETS provider shall register the holder data of foreign EETS users according to the registration certificate (COUNCIL DIRECTIVE 1999/37/EC) and keep this up to date.</p> <p>For the registration, holder data is prioritised as follows: C3 above C2 above C1.</p> <p>The information shall include all three subheadings Cx.1 (name or company name), Cx.2 (first name(s) or (if applicable) initials) and Cx.3 (address in the country of registration when the certificate was issued).</p> <p><i>Remark on Swiss EETS user:</i> <i>The EETS Provider never has to transmit holder data on Swiss EETS user (see requirement 22) and therefore does not have to register for the FOCBS.</i></p>
Required implementation description	
<p>Description of the processes for registering holder data of foreign EETS users. The following points are of particular interest:</p> <ul style="list-style-type: none"> • Which documents or data sources are used to register holder data? • How is quality ensured when registering holder data? • How is the data kept up to date? 	
EETS provider description	
...	

Specification	
16) Vehicle data	<p>The EETS provider shall register the vehicle data in accordance with the registration certificate (COUNCIL DIRECTIVE 1999/37/EC). Where EETS users collect the vehicle data themselves, the EETS provider will check the accuracy of the data collected. The EETS provider keeps the vehicle data up to date based on information obtained from the EETS user.</p> <p>At least the following categories shall be registered</p> <ul style="list-style-type: none"> F2: Total weight (vehicleMaxLadenWeight) F3: Total weight of the vehicle combination (vehicleTrainMaximumWeight) V9: Emission class (euroValue) P3: Type of fuel or power source <p>together with the registration number (licencePlateNumber) and country code (countryCode).</p> <p>When using the trailer declaration with weight indication and trailer type according to specification 6), the following category shall also be registered:</p> <ul style="list-style-type: none"> G: Unladen/net weight (vehicleWeightUnladen) <p>The EETS provider collects the weights with 10 kg resolution rounded down.</p>

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Required implementation description
<p>Description of the processes for registering vehicle data. The following points are of particular interest:</p> <ul style="list-style-type: none"> • Which documents or data sources are used to register vehicle data? • Are copies of these documents kept by the EETS provider? • How is quality ensured when registering vehicle data? • How is the data kept up to date?
EETS provider description
...

3.5 Recording and declaring the chargeable trip

Specification	
<p>17) Transmission of EETS journey declaration</p>	<p>The EETS journey declaration consists of the registered vehicle data, the position data to describe the route travelled in the LSVA toll domain and the trailer data declared by the EETS user on the EETS OBE, including the corresponding position data.</p> <p>The EETS Provider shall transmit to the FOCBS on its own initiative all data concerning an EETS journey, separately for each EETS journey.</p> <p>The latter also applies if several EETS journeys take place on one calendar day.</p> <p>In the case of a one-day EETS journey, the data shall be transmitted to the FOCBS within 24 hours of the start of the EETS journey.</p> <p>For EETS journeys lasting several days, the data for the first calendar day shall be transmitted in accordance with the time specifications for a one-day EETS journey, and then within 24 hours from midnight of the day in question for each subsequent calendar day.</p> <p>This also applies to calendar days on which the vehicle does not move inside the LSVA toll domain.</p> <p>After 10 days without contact with the EETS OBE and without leaving the LSVA toll domain, the EETS Provider shall discontinue the EETS journey declaration. If contact is made again, he shall resume the EETS journey declaration.</p> <p>The detailed requirements for the data elements and the transmission of the EETS journey declaration are defined in Supplement 3.</p>
Required implementation description	
<p>Description of the processes for transmitting EETS journey declarations to the FOCBS. The following points are of particular interest:</p> <ul style="list-style-type: none"> • How is the transmission of EETS journey declarations triggered for one-day and multi-day EETS journeys? • Are these EETS journey declarations transmitted on an ongoing basis (e.g. after leaving the LSVA toll domain) or in batches once or several times a day? 	

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EETS provider description	
...	

Specification	
18) Coordinate system	<p>Position data for the EETS journey shall be based on the WGS84 coordinate system.</p> <p>For details see: NIMA TR8350.2, Third Edition – Amendment 1, January 2000, Department of Defense – World Geodetic System 1984, Its Definition and Relationships with Local Geodetic Systems, issued by the National Imaging and Mapping Agency (NIMA), US Department of Defense.</p>
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

Specification	
19) Accuracy of position data	<p>The position data transmitted by the EETS provider shall describe the route travelled by the EETS user in such a way that the FOCBS can calculate the distance travelled directly from the position data by means of vector calculation without using a road map.</p> <p>The deviation of the travelled distance determined in this way from the distance actually travelled shall not exceed +/- 4%.</p> <p>The declared position data shall include all sections of the self-driven trip, irrespective of whether this takes place on or off a defined road, in a car park or within a private area.</p> <p>The accuracy of the position data is measured using the KPI according to specification 35) (KPI no. 3: Position data of the EETS journey).</p>

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Required implementation description
<p>Description of the implementation of the position determination to ensure the required accuracy and availability.</p> <p>Since we assume that the position determination is mainly carried out via a global navigation satellite system (GNSS), the following points are of particular interest:</p> <ul style="list-style-type: none"> • Which GNSSs (e.g. GPS, Galileo, GLONASS) are used? Are augmentation systems such as EGNOS used? • GNSS start-up speed, the time between switching on the EETS OBE and the first determination of a position. When is a warm start possible or is there always a cold start? Are support functions such as assisted GPS used during device start-up? • How does the system deal with the loss of position determination via GNSS when driving through road tunnels? • How great are the expected deviations in GNSS positions (e.g. due to shadows and reflections) in metres? • Are corrective measures used to improve position determination based on GNSS position data, and if so which ones? <p>Question regarding the self-driven trip:</p> <ul style="list-style-type: none"> • What prevents non-self-driven trips from being declared (e.g. crossing the LSVA toll domain with a vehicle loaded on a train)?
EETS provider description
...

Specification	
20) Removal of redundant position data	The transmitted position data should not include any multiple positions of immobile vehicles (e.g. resting positions, vehicles in traffic jams, etc.).
Required implementation description	
Description of the measures taken to avoid the transmission of redundant position data.	
EETS provider description	
...	

Specification	
21) Border recognition	<p>The EETS journey declaration shall contain sufficient position data before entering the LSVA toll domain and after leaving the LSVA toll domain for the FOCBS to be able to unambiguously identify that the border was crossed and the point at which it was crossed.</p> <p>The volume of position data outside the LSVA toll domain for this identification should be as low as possible.</p> <p>Consequently, the data transmission shall not contain any positions with a distance greater than 5km beyond the border of the LSVA toll domain (reference border according to Maps of Switzerland, www.geo.admin.ch). After the exit, however, the position data should contain a minimum distance of 1km.</p>

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Required implementation description	
Description of the processes and measures (in the EETS OBE and/or EETS provider's back office) to comply with the requirements for border recognition before entering and after leaving the LSVVA toll domain.	
EETS provider description	
...	

Specification	
22) Transmission of holder data	<p>If a technical request is made by the FOCBS, the EETS provider shall also supply the correct holder data of a foreign EETS user for each EETS journey within 12 hours.</p> <p>The technical request and holder data response are defined in <i>Remark on Swiss EETS user</i>:</p> <p><i>The EETS provider never has to transmit holder data on Swiss EETS user.</i></p>
Required implementation description	
<p>Description of the processes for transmitting holder data. The following point is of particular interest:</p> <ul style="list-style-type: none"> Is the holder data transmitted immediately in response to a request or in batches several times a day? 	
EETS provider description	
...	

3.6 Assessment decisions and billing

Specification	
23) Assessment	<p>For each EETS journey of a foreign EETS user, the FOCBS makes the assessment decision, together with the charge claim, available to the EETS provider for collection on the back office interface (BillingDetailA-DU).</p> <p>The EETS provider shall collect the assessment at least once a day and confirm their receipt to the FOCBS within 24 hours.</p> <p>The technical provision and confirmation of the assessment are defined in Supplement 3.</p> <p>By confirming receipt, the EETS provider accepts the decision with effect for the EETS users.</p> <p>The EETS provider shall make the assessment immediately available to the EETS user.</p> <p>The EETS Provider must be able to process a subsequent BillingDetailsADU for a confirmed BillingDetailsADU for at least 70 days.</p> <p><i>Remark on Swiss EETS user:</i></p> <p><i>The EETS provider does not receive an assessment decision for EETS journeys by Swiss EETS user.</i></p>

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Required implementation description	
<p>Description of the processes for collecting and forwarding decisions. The following points are of particular interest:</p> <ul style="list-style-type: none"> • Does the collection of the decisions and the transmission of the confirmation take place continuously or rather once or several times a day? • Average time until transmission of a positive confirmation of receipt for an individual BillingDetailsADU. • Maximum time until transmission of a negative confirmation, i.e. refusal, for an individual BillingDetailsADU. • How and in what timeframe is the assessment decision forwarded to the EETS user? 	
EETS provider description	
...	

Specification	
24) Daily claim	<p>The FOCBS supplies the EETS provider with a daily aggregation of assessments confirmed by the EETS provider on the back office interface. This forms the daily claim (PaymentClaimADU).</p> <p>The technical provision and confirmation of the daily claim are defined in Supplement 3.</p> <p>The EETS provider shall collect the daily claim at least once a day and confirm its receipt within 24 hours.</p>
Required implementation description	
<p>Description of the processes for collecting and confirming the daily claim. The following points are of particular interest:</p> <ul style="list-style-type: none"> • Average time until transmission of a positive confirmation of receipt. • Maximum time until transmission of a negative confirmation of receipt (refusing of daily claim). 	
EETS provider description	
...	

Specification	
25) Billing	<p>Twice a month, the FOCBS prepares an invoice for the EETS provider. As a collective invoice, it includes all LSVA amounts levied via this EETS provider during the billing period (15 calendar days), based on the daily claims confirmed by the corresponding EETS provider (specification 24).</p> <p>The EETS provider is automatically informed of the availability of a new invoice and must download the invoice from the FOCBS portal in electronic form. The EETS provider must register as a FOCBS business partner in the portal provided for this purpose.</p>
Required implementation description	
<ul style="list-style-type: none"> • Confirmation from the EETS provider that the requirement has been understood and correctly implemented. 	

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EETS provider description
...

3.7 Complaints by EETS users

Specification	
26) Complaints by EETS users	<p>The EETS provider examines complaints of foreign EETS users in accordance with the approval contract.</p> <p>If this results in a correction of the assessment, the EETS provider will be provided with a corrected assessment for collection on the back office interface, together with a reference to the original assessment (see BillingDetailsADU, specification 23).</p> <p>The amount in the BillingDetailsADU corresponds to the difference between the corrected and the original assessment.</p>
Required implementation description	
<p>Description of the process for handling complaints by the EETS user in accordance with the accreditation contract.</p> <p><i>Specification of the approval contract: "The EETS provider accepts complaints from its users regarding the assessment, checks them with the user and forwards them to the FOCBS if it cannot deal with them itself."</i></p> <p>It is of particular interest to know how the EETS provider ensures that the EETS user does not contact the FOCBS directly.</p> <p>Note:</p> <p>This description does not take into account the details concerning the interface for forwarding to the FOCBS.</p>	
EETS provider description	
...	

3.8 Transmission of blocked OBEs

Specification	
27) Transmission of exception list (type blacklist)	Specification no longer applies.

Specification	
28) Maintenance of the exception list (type blacklist)	Specification no longer applies.

3.9 Adjustments to the LSVA EETS system by the EETS provider

Specification	
29) Adjustment to the EETS provider's back office	<p>The EETS provider shall analyse the impact planned software or hardware changes to its EETS system back office will have on the collection of the LSVA. If functional effects or quality level effects are to be expected, the provider shall record the planned changes with a functional description, together with the results of the impact analysis, and report them to the FOCBS.</p> <p>In addition, the EETS provider shall describe the measures taken to avoid or reduce the risk of adverse effects on the LSVA toll domain.</p>
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

Specification	
30) New EETS OBE	<p>New EETS OBE types are devices in which, relative to devices currently approved in the LSVA toll domain, functional units have been replaced by new units or components for compliance with specifications (e.g. GNSS receiver, mainboard, etc.).</p> <p>The EETS provider shall report the planned use of new EETS OBE to the FOCBS. A description shall be given of the differences between the new EETS OBE and the approved types (specifications). If it is a completely new type, this shall be indicated accordingly.</p> <p>As a further part of the notification, the EETS provider shall describe at the software concept level the similarities and differences in data collection and transmission for the LSVA toll domain relative to the approved EETS OBE.</p>
Required implementation description	
<p>Description of the definition/interpretation of the content of the <code>basicVersionId</code> (see Supplement 3 section 2.3.2.3). <i>The <code>basicVersionId</code> should contain as a minimum the major HW and SW versions of the OBE. The EETS provider shall deliver a description of the content of <code>basicVersionId</code> to the FOCBS.</i></p> <p>In particular, the concept of the different HW versions of the EETS OBEs is to be explained here. This concerns both potentially different manufacturers as well as an individual manufacturer's potentially different HW versions.</p> <p>The explanations of the SW versions are to be described in specification 31).</p>	
EETS provider description	
...	

Implementation Concept Template - Level 1

Specification	
31) Software change to approved EETS OBE	<p>For planned software changes to an approved EETS-OBE, the EETS Provider shall analyse the impact on data collection and transmission for the LSVA toll domain. If functional effects or quality level effects are to be expected, the provider shall record the planned changes with a functional description, together with the results of the impact analysis, and report them to the FOCBS.</p> <p>In addition, the EETS provider shall describe the measures taken to avoid or reduce the risk of adverse effects on the LSVA toll domain.</p>
Required implementation description	
<p>Description of the versioning concept of the EETS OBE software in relation to the representation in the basicVersionId (see Supplement 3 section 2.3.2.3).</p> <p>If different EETS OBE types are used, all potentially different versioning concepts shall be described.</p> <p>The versioning concept should indicate at least the following:</p> <ul style="list-style-type: none"> • Main software version of the EETS OBE • Software/firmware versions of all OBU subcomponents (for example a GNSS module) which belong to this main software version 	
EETS provider description	
...	

Specification	
32) Other changes	<p>For changes to the EETS provider's system that are not included in specifications 29), 30) and 31), the EETS provider shall analyse their impact on the collection of the LSVA and notify the FOCBS of the planned changes. When doing so, it shall submit the impact analysis and risk avoidance or mitigation measures to the FOCBS.</p>
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

3.10 Key performance indicators (KPIs)

No implementation descriptions are required for specifications 33) to 38).

Implementation Concept Template - Level 1

3.11 Exception list (type whitelist)

Specification	
39) Exception list content (type whitelist)	<p>The exception list of type whitelist contains all vehicles and their vehicle registration number that are equipped with an EETS OBE approved for the LSVVA toll domain and have an EETS contract from the EETS Provider that is valid for the LSVVA toll domain.</p> <p>The detailed requirements for the content of the exception list type whitelist are defined in Supplement 3.</p>
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

Specification	
40) Transmission of exception list (type whitelist)	<p>The EETS provider transmits up to 4 exception lists of type whitelist to the BAZG every day, so that these are activated at 05:00, 09:00, 13:00 and 17:00 Swiss local time.</p> <p>The FOCBS will activate a successful transmitted exception list after it has been received.</p> <p>The FOBS only activates one exception list per activation time (date + time).</p> <p>The FOCBS will ignore a transmitted exception list if its activation time (date + time) is older than that of the currently active exception list.</p> <p>Without transmission of an updated exception list, the last transmitted one remains valid.</p> <p>The detailed requirements and rules for the transmission of the exception list type whitelist are defined in Supplement 3.</p>
Required implementation description	
Confirmation from the EETS provider that the requirement has been understood and correctly implemented.	
EETS provider description	
...	

Implementation Concept Template - Level 1

Specification	
41) Delete a vehicle from the exemption list (type whitelist)	<p>The vehicle and its vehicle registration number shall only be deleted from the exception list type whitelist after the status for the LSVA toll domain has been set to "blocked" in the EETS OBE (no longer a valid EETS contract for the LSVA toll domain).</p> <p>If an EETS OBE is not accessible for more than 10 days and therefore cannot be set to "blocked" status, the vehicle can be deleted from the exception list (whitelist) after these 10 days.</p> <p><u>Foreign EETS user:</u></p> <p>If a vehicle of a foreign EETS user has been deleted from the exception list (whitelist type) after entering the LSVA toll domain, the EETS provider shall transmit declaration data for this vehicle until it leaves the LSVA toll domain.</p> <p><u>Swiss EETS user:</u></p> <p>From the day after deletion from the exception list (whitelist type), the EETS provider no longer shall provide declaration data for the vehicle of the Swiss EETS user.</p>
Required implementation description	
Description of the process that ensures to change the status in the EETS OBE to "blocked" for the LSVA toll domain before deleting the vehicle registration number from the exception list.	
EETS provider description	
...	