



Consorzio per le
AUTOSTRADE SICILIANE

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Toll Charger data

Company name	Consorzio per le Autostrade Siciliane – Ente di Diritto Pubblico non economico
Registered office	Contrada Scoppo – 98122 MESSINA - ITALIA
Short name	CAS
Website	www.autostradesiciliane.it
Email	alanteri@autostradesiciliane.it
VAT number	01962420830
Share capital	Euro 36.855.315,27

EETS technologies deployed

Primary Technology (mandatory)	ETC based upon DSRC 5.8 GHz ref. ETSI ES 200 674-1 compliant to the technology requested by the Decision 2009/750/CE for the EETS
Secondary Technologies (if available)	

Toll Context Data

Definition of the EETS domain statement

MESSINA-CATANIA A18 Motorway

- geographical extension : km 76+860 from Messina to Catania;
- infrastructure subject to toll : from Messina to Catania for an amount of km 76+860 – Closed System;
- type Concession : Building and Management of the motorway;
- Concession expiry date : the expiry date of the Concession is fixed to the 31st of december 2030

SIRACUSA-GELA A18 Motorway

- geographical extension : km 132+742 from Siracusa to Gela - open to traffic until Rosolini;
- infrastructure subject to toll : from Siracusa to Rosolini for an amount of km 41+836 – Closed System;
- type Concession : Building and Management of the motorway;
- Concession expiry date : the expiry date of the Concession is fixed to the 31st of december 2030

MESSINA-PALERMO A20 Motorway

- geographical extension : km 183+000 da Messina a Buonfornello ;
- infrastructure subject to toll : from Messina to Buonfornello for km 183+000 – Closed System;
- from Messina to Villafranca for km 19+930 – Open System;
- type Concession : Building and Management of the motorway;
- Concession expiry date : the expiry date of the Concession is fixed to the 31st of december 2030

Nature of toll and levy principles

Closed system

Toll is a fee to be paid to the concessionaire company - which is in charge, on the basis of a contract, of the considered infrastructure – measured on the kilometric distance driven by the vehicles and on their classification; distance driven is determined on the transit at access and exit toll stations.

Toll is therefore based on a kilometric unit tariff, differentiated according to the vehicle classes, defined in the contract, which commits the concessionaire company to the Grantor. Tariff can be up-dated, indicatively on an annual basis and, in general, on all those cases established by the Grantor.

Open system

Toll is a fee to be paid to the concessionaire company - which is in charge, on the basis of a contract, of the considered infrastructure – measured on the vehicles classification and on the kilometric distance driven, according to statistic rules; vehicle class is determined on the transit at access and exit toll stations, which are positioned along the network in compliance with the provisions of the concession contract. Tariff can be up-dated,

indicatively on an annual basis and, in general, on all those cases established by the Grantor.

Toll declarations required

Closed system

The parameters to determine toll are the following: a) access and exit toll stations unequivocally identified; b) date and exact time of the access and exit transit; c) vehicle class; d) toll amount; e) identifying client's code;

Open system

The parameters to determine toll are the following: a) payment station unequivocally identified; b) direction lane; c) date and exact time of the transit; d) vehicle class; e) toll amount; f) identifying client's code

Vehicle classification parameters

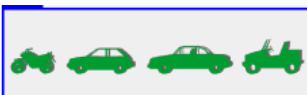
Function for toll calculation $P = f(\alpha, \beta, \gamma, \Phi)$

α = vehicles liable to toll

With reference to the conditions and limitations to the circulation on Motorways network, see art. 175 of the Italian Road Code and with reference to the specific exemptions to the payment of toll, see art. 373 of the Regulation of execution and implementation of the new Road Code (DPR n. 495 of 16.12.1992).

β = classification parameters (e.g. number of axles)

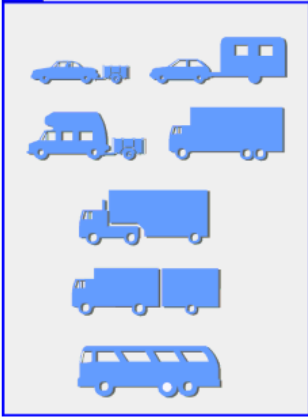
See here after the Italian vehicle classes scheme.



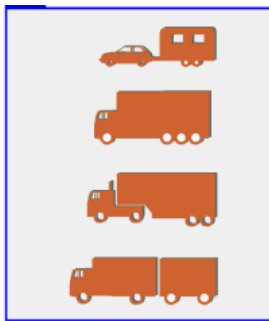
A – Vehicles with two axles, whose height at first axle is up to 1.30 mt



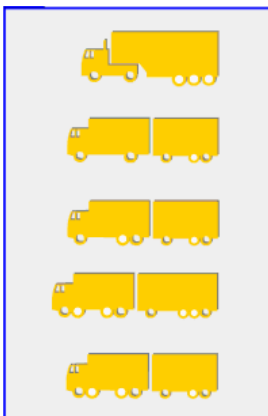
B – Vehicles with two axles, whose height at first axle is more than 1.30 mt



3 – Vehicles with three axles



4 – Vehicles with four axles



5 – Vehicles with five or more axles

γ = fare parameters (e.g. mountain roads/tunnels)




Within the concession, kilometric unit tariff, applied to the vehicle classes, can be differentiated, in compliance with the provisions of the concession contract, according to the specific costs of construction and management of the considered Motorway section, as well as according to local configuration specificities.

Φ = description of the road (e.g. elementary stretches)

See graphic of the Italian network



Legend	Code	Company
		ANAS
		AUTOSTRADE PER L'ITALIA
	A	ITALIANA TRAFORO MONTE BIANCO
	B	ITALIANA TRAFORO DEL GRAN SAN BERNARDO (S.I.T.R.A.S.B.)
		ITALIANA TRAFORO AUTOSTRADALE DEL FREJUS (S.I.T.A.F.)
	C	RACCORDO AUTOSTRADALE VALLE D'AOSTA (R.A.V.)
		AUTOSTRADE VALDOSTANE (S.A.V.)
		AUTOSTRADA TORINO-IVREA-VALLE D'AOSTA (A.T.I.V.A.)
		AUTOSTRADA ASTI-CUNEO
		AUTOSTRADA TORINO-ALESSANDRIA-PIACENZA (S.A.T.A.P.)
	D	AUTOSTRADA TORINO-SAVONA
		MILANO SERRAVALLE - MILANO TANGENZIALI
		AUTOSTRADE CENTRO PADANE
		AUTOSTRADA BRESCIA-VERONA-VICENZA-PADOVA
		AUTOSTRADA DEL BRENNERO
		AUTOVIE VENETE
		AUTOSTRADA DEI FIORI
		AUTOCAMIONALE DELLA CISA
		AUTOSTRADA LIGURE TOSCANA (S.A.L.T.)
	E	AUTOSTRADA TIRRENICA (S.A.T.)
	F	STRADA DEI PARCHI

	G	TANGENZIALE DI NAPOLI
	H	AUTOSTRAD E MERIDIONALI (S.A.M.)
		CONSORZIO PER LE AUTOSTRAD E SICILIANE

MESSINA-CATANIA A18 Motorway

DISTANCES BETWEEN STATIONS										
Beginning	0+000									
Me Sud	0+740	Messina Sud								
Roccalumera	22+000	21+260	Roccalumera							
Taormina	36+100	35+360	14+100	Taormina						
Giardini Naxos	41+700	40+960	19+700	5+600	Giardini N.					
Fiumefreddo	48+600	47+860	26+600	12+500	6+900	Fiumefreddo				
Giarre	59+400	58+560	37+400	23+300	17+700	10+800	Giarre			
Acireale	69+400	68+660	47+400	33+300	27+700	20+800	10+000	Acireale		
Catania	76+300	75+560	54+300	40+200	34+600	27+700	16+900	6+900	Catania	
End	76+860	76+120	54+860	40+760	35+160	28+260	17+460	7+460	0+560	

SIRACUSA-GELA A18 Motorway

DISTANCES BETWEEN STATIONS					
Beginning	0+000				
Cassibile	9+500	Cassibile			
Avola	14+000	4+500	Avola		
Noto	25+00	15+500	11+000	Noto	
Rosolini	40+00	30+500	26+000	15+000	Rosolini

MESSINA-PALERMO A20 Motorway

DISTANCES BETWEEN STATIONS															
Beginning	0+000														
Me Tremes.ri	0+586	Me Tr.													
Me S. Filippo	3+800	3+214	Me SFIL.												
Me Gazzi	5+065	4+479	1+265	Me Gaz.											
Me Centro	7+015	6+429	3+215	1+950	Me Cent										
Me Bocchetta	8+970	8+384	5+170	3+905	1+955	Me Bocc									
Me N./Villafr	20+516	16+930	16+716	15+451	13+501	11+546	Me /Vill								
Rometta	24+000	23+414	20+200	18+935	16+985	15+030	3+484	Rometta							
Milazzo	38+022	37+436	34+222	32+957	31+007	29+052	17+506	14+022	Milazzo						
Barcellona	46+640	46+054	42+840	41+575	39+625	37+670	26+124	22+640	8+168	Barcell.					
Falcone	58+123	57+567	54+353	53+088	51+138	49+183	37+637	34+153	20+131	11+513	Falcone				
Paffi	66+660	66+074	62+860	61+595	59+645	57+690	46+144	42+660	28+638	20+020	8+507	Paffi			
Brolo	84+135	83+549	80+335	79+070	77+120	75+165	63+619	60+135	46+113	37+495	25+982	17+475	Brolo		
Rocca di C.	97+365	96+779	93+565	92+300	90+350	88+395	76+849	73+365	59+343	50+725	32+212	30+705	13+230	Roc. C.	

EETS domain statement

Requirements towards EETS Providers

Fixed charges imposed on EETS Providers

Eventual request of a bank guarantee or an equivalent financial instrument

Procedural conditions

Tolling policies ¹

Procedures and Service Level Agreement ²

Invoicing policy

Payment policy

Bilateral commercial conditions

As it is known, SET management along Italian Motorway network, in particular but not exclusively along the inter-connected network, implies some adjustments of the toll collection and communication structures.

As the contractual parameters with the service providers will be also affected by the investment costs related to the SET implementation, it is not yet available so far a sufficiently detailed analysis illustrating the requested parameters, which will therefore be provided in due time.

Moreover, as an additional information, we also refer to the EC Application Guide of Decision 2009/750, where, as a date for the requested availability of the Sector Declaration, it is indicated the month of October 2010 (whilst keeping the obligation of register's publication within nine months since the adoption of the Decision); we also refer to the contacts between Aiscat and the services of the European Commission, who have confirmed the indications reported in the above mentioned Application Guide.

¹ Authorisation parameters, toll context data, black lists etc.

² E.g. format for communicating toll declaration data, times and periodicity for the transfer of toll declaration data, accepted percentage of missed/erroneous tolls, accuracy of toll declaration data, operational availability performance etc.

List of acknowledged EETS providers

EETS Provider (Company name)					
Short name					
Website		e-mail			
VAT number					
Share capital					
Street	N°	Postcode	City	State/Province	Country