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Toll Charger data

Company name

Società di Progetto Brebemi S.p.A.

Registered office

Via Somalia, 2/4 – 25126 Brescia

Short name

Brebemi S.p.A.

Website

<http://www.brebemi.it>

Email

info@brebemi.it

VAT number

02508160989

Share capital

€ 332.117.693,00

EETS technologies deployed

Primary Technology (mandatory)	<i>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</i>
Secondary Technologies (if available)	

Toll Context Data

Definition of the EETS domain statement

Motorway in concession:

A35 Brescia – Milano

The contract of concession Brebemi S.p.A./CAL (Convenzione Unica) for the construction and management of A35 Brescia– Milano motorway and of its junctions has been signed on August 1, 2007 between CAL S.p.A and Società di Progetto Brebemi S.p.A. Companies, as per the article 2 , paragraph 82, of the decree law 262/2006, converted into Law 286/2006 and subsequent modifications and integrations, and it has been amended by the Additional Act n. 1 (Atto Aggiuntivo n. 1) to the Convenzione Unica, registered by the Court of Auditors (Corte dei Conti) on November 11, 2010 and by the subsequent Additional Act n. 2 (Atto Aggiuntivo n. 2) to the Convenzione Unica, registered by the Court of Auditors (Corte dei Conti) on May 7, 2012.

Nature of toll and levy principles

The network concession Brebemi has the characteristics of closed system.

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 – calculated according to the kilometric distance driven by the vehicles and to their classification, where the 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 is up-dated, 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.

Vehicle classification parameters

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

α = vehicles liable to toll (art. 47 - D.Lgs 30 april 1992, n. 285 - paragraph 2)

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)

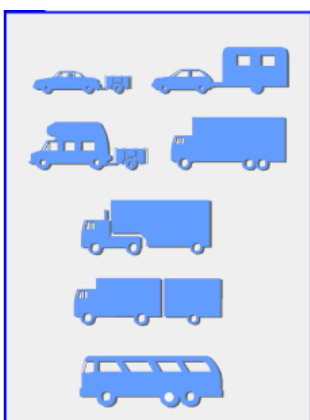
See here after the Italian vehicle classes scheme.



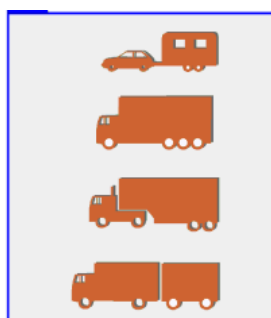
A – Vehicles with two axles, whose height at first axle is up to 1.30 mt



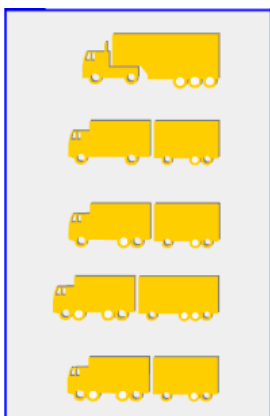
B – Vehicles with two axles, whose height at first axle is more than 1.30 mt



3 – Vehicles with three axles



4 – Vehicles with four axles



5 – Vehicles with five or more axles

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

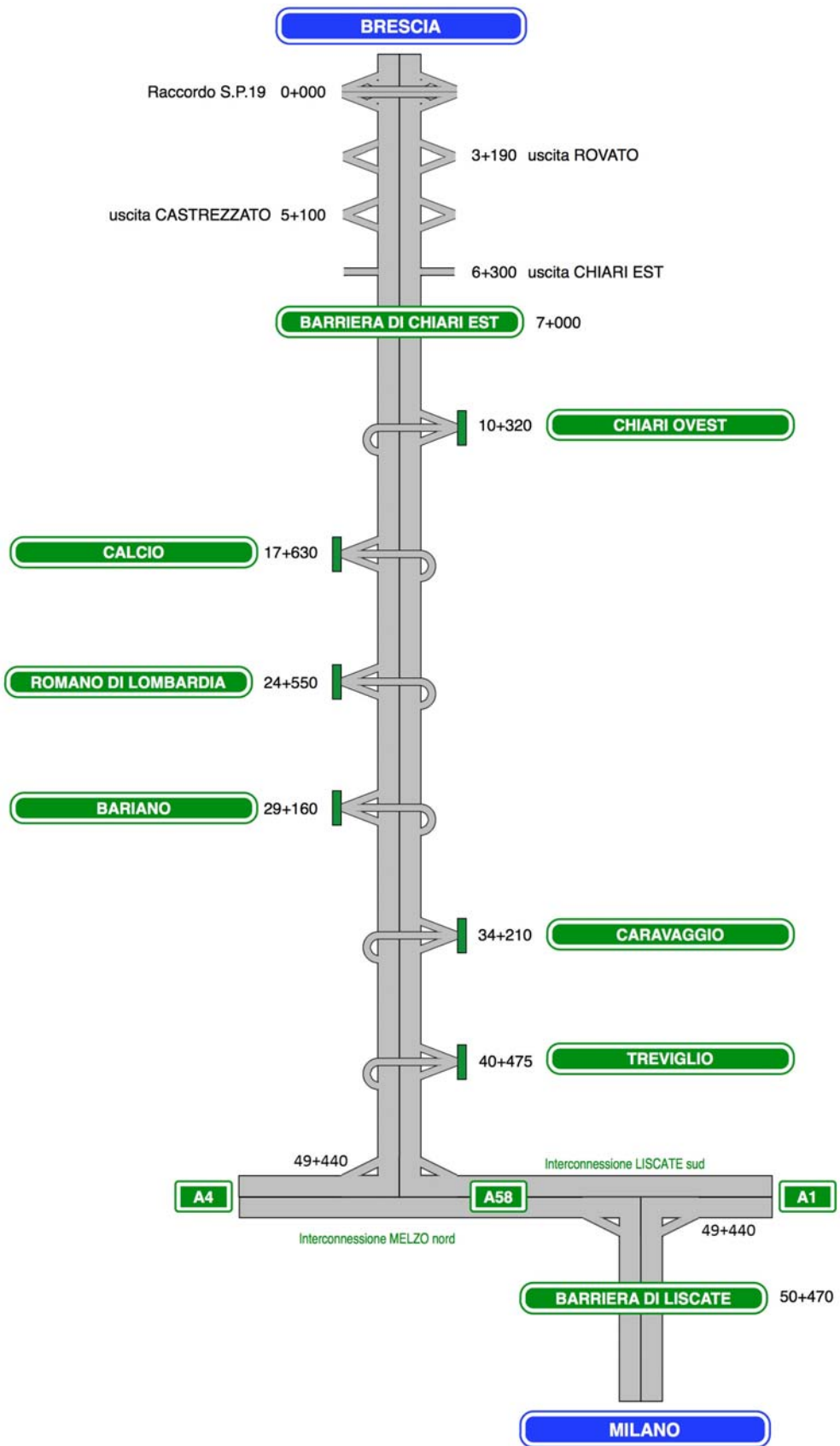
Within the concession, kilometric unit tariff, applied to the vehicle classes, can be differentiated, in compliance with the provisions of the concession contract, according to the specific costs of construction and management of the considered Motorway section, as well as according to local configuration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

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

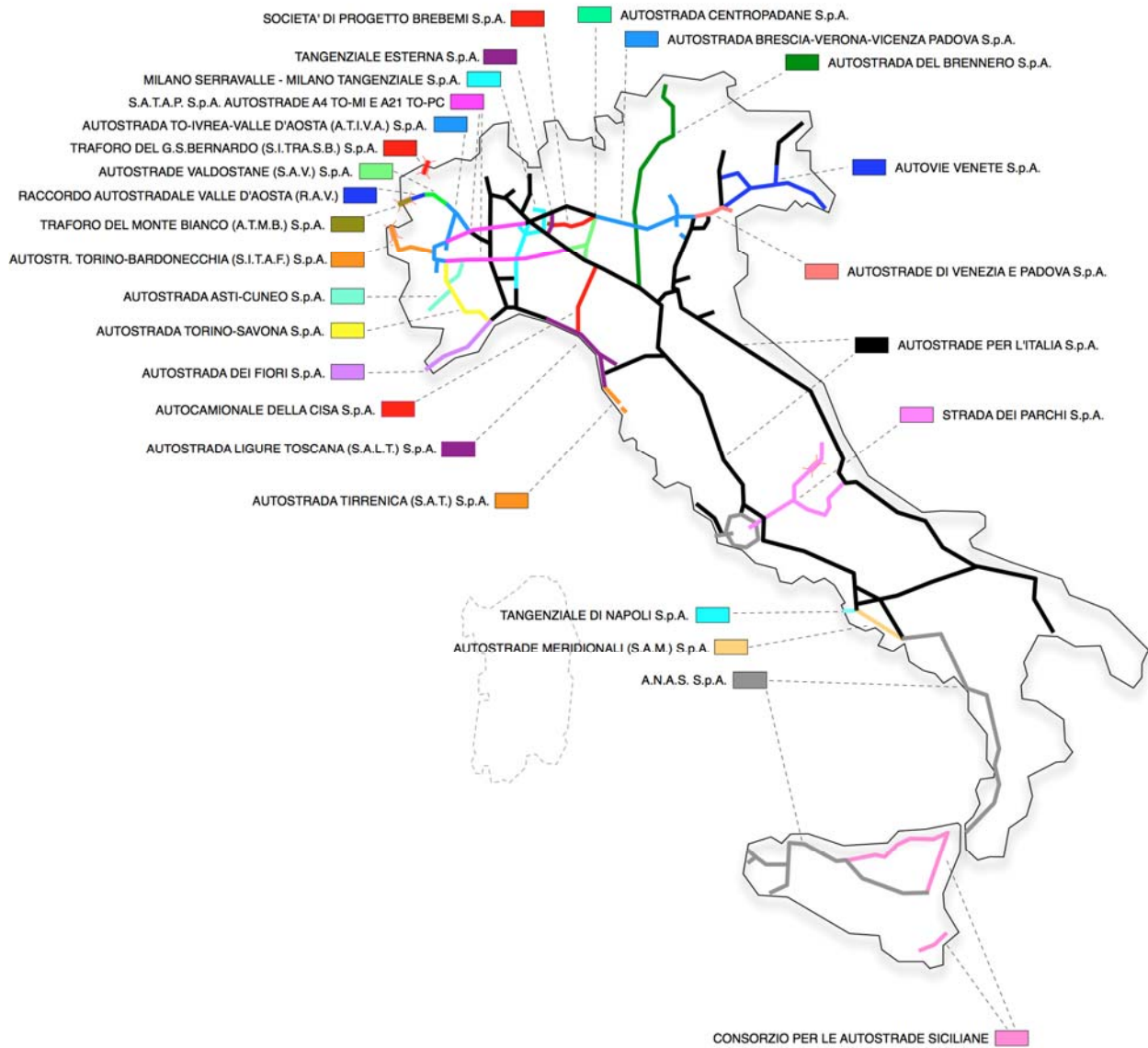
See graphic of the Brebemi and Italian networks.

Table of appendix presents the characteristic nodes of the inter-connected toll Motorways network.

A35 Brescia-Milano



RETE AUTOSTRADALE DI COMPETENZA



For further details on the Brebemi network, you can refer at the following web pages:
A35 Brescia-Milano: <http://www.brebemi.it>;

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

Procedures and Service Level Agreement

Invoicing policy

Payment policy

Bilateral commercial conditions

As it is known, EETS 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 EETS 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.

All.1

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