

## EETS domain statement

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This domain statement does not constitute an offer to enter into an agreement.

### 1.1 General information

#### 1.1.1 Geography subject to the toll or charge

Section	Notes
The legal basis by which a toll/charge can be levied by the Scheme	The Concession Agreement dated 28 <sup>th</sup> February 1992 together with the First Supplemental Agreement 25 <sup>th</sup> October 1999 and the Second Supplemental Agreement 26 <sup>th</sup> September 2000.  The M6 Toll (Collection of Tolls) Regulations 2003 No. 2186 (see <a href="http://www.opsi.gov.uk/si/si2003/20032186.htm">http://www.opsi.gov.uk/si/si2003/20032186.htm</a> )
The overall area to which the Scheme applies	The scheme applies to the M6 Toll motorway and connecting roads as defined in the Birmingham Northern Relief Road and Connecting Roads Scheme 1998 and is illustrated on our website. It extends for 45 kilometres through the counties of Warwickshire and Staffordshire to the north east of Birmingham City.
Charged roads/ infrastructure	The toll is levied on the M6Toll on two mainline plazas and on four small satellite plazas. The toll is paid on exit at all plazas apart from one. A plan defining the plazas and the relevant charge can be found on the M6Toll website at <a href="http://www.m6toll.co.uk">www.m6toll.co.uk</a> .

#### 1.1.2 Nature of toll or charge

Section	Notes
Charging days	All 365 days of the year are tolled.
Charging hours	There are currently three charging periods: "Weekday" 6.03am to 22.57pm (Mon, Tue, Wed, Thu, Fri) "Weekend" 6.03am to 22.57pm (Sat, Sun) "Night" 22.57pm to 6.03am (All days) Different toll rates apply at the main and satellite plazas.
Summary of how the charge is calculated	The toll rates applied are market driven and are set by the M6Toll management. Midland Expressway Limited has the right under the Concession to set charges as it sees fit. The tolls are not subject to regulation. Rates currently vary according to vehicle class, section(s) of the M6 Toll that are used and charging hours.  Existing rates prescribed in March 2012 currently apply but these are assessed every year. Under the Concession Midland Expressway Limited can adjust the toll upon giving one months notice to the SoS for Transport of the intention to increase the charge. The toll rates must remain in place for six months before a notice is given to the SoS for Transport to increase the charge. However, a reduction of charge is permissible without need to give notice to the SoS for Transport.

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### 1.1.3 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	<p>Class 1 Motorcycles</p> <p>Class 2 Cars (two axles, &lt;1.3m at first axle)</p> <p>Class 3 Car and trailer (three axles or more , &lt;1.3m at first axle)</p> <p>Class 4 Light Vans/ Coach (two axles, &gt; 1.3m at first axle)</p> <p>Class 5 HGVs (between 3 and 5 axles, &gt;1.3m at first axle)</p> <p>Class 6 HGV ( 6 axles or more, &gt; 1.3m at first axle)</p> <p>Class 11 Wide\Abnormal Load HGV up to 50tonnes 2.9-3.5m width</p> <p>Class 12 Wide\Abnormal Load HGV up to 50tonnes 3.5-4.3m width</p> <p>Class 13 Wide\Abnormal Load HGV up to 50 tonnes STGO 1 up to 3.5m width</p> <p>Class 14 Wide\Abnormal Load HGV up to 50 tonnes STGO1 3.0 – 5.0m width</p> <p>Class 15 Wide\Abnormal Load HGV up to 150tonnes STGO2/3 up to 3.5m width</p> <p>Class 16 Wide\Abnormal Load HGV up to 150tonnes STGO 2/3 3.5-5.0m width</p> <p>Class 17 Wide\Abnormal Load HGV over 150tonnes up to 6m width</p>
Exempt vehicles	<p>Ministry of Defence vehicles - with reference to the Armed Forces Act 2006 sec 3.2.3. All Military vehicles belonging or hired to Her Majesties Forces. MEL has developed its own exemption card pass in conjunction with the MOD which came into force on the 1<sup>st</sup> June 2010.</p> <p>Others below provided for under the Concession and derived from the New Roads and Streets Works Act 1998:</p> <p>Liveried ambulances.</p> <p>Emergency vehicles</p> <p>Vehicles used for the transport of disabled persons, in accordance with MEL's Mobility Exemption Pass scheme.</p>
Exempt Users	<p>Users who can prove they receive higher rate UK welfare allowances and are road tax exempt. For the avoidance of doubt this is NOT all Blue Badge holders Blue Badge holders will qualify for this exemption provided they also receive the higher rate UK welfare allowances.</p>

### 1.1.4 Procedure where payment is not made

Section	Notes
Time limit for compliance	Two working days.
Penalty charge or fine levels	<p>£10.00 for non payment within two working days plus DVLA look up £2.50.</p> <p>£10.00 admin charge for each subsequent letter</p> <p>Look to reclaim any legal costs</p>

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Penalty charge or fine processes	<ul style="list-style-type: none"> <li>i) DVLA lookup and send letter requesting payment.</li> <li>ii) 2 x additional letters</li> <li>iii) Solicitor letter</li> <li>iv) Court</li> </ul>
Channels and payment means for penalty charges or fines	By debit or credit card, cash, cheque or bank transfer.

### 1.1.5 Details of EETS payment methods

This section sets out more detail on the different payment methods available for EETS Providers whose Users use the Toll Charger's domain.

### 1.1.6 General definition of the EETS payment method

Section	Sub-section	Notes
Description of payment method		<p>The M6Toll is a barriered scheme that uses DSRC beacons for its electronic charging system. There are six toll plazas in total and tolls are usually charged on exit from the M6 Toll Road (with one exception).</p> <p>Charge process would be initiated by Midland Expressway Limited following a successful 'read' of an EETS on-board unit.</p>
Standard road User charges payable	See table at bottom of this section.	
Discounted charges (if any)	Description of eligibility for discount (a)	None.
Toll Context Data	Refer to Website <a href="http://www.m6toll.co.uk">www.m6toll.co.uk</a>	

### Pricing table – Prices valid from 1st March 2012

Class and example vehicle class	Main Toll Plazas at Great Wyrley and Weeford Park	Local Toll Plazas at Langley Mill (T3), Weeford Junction (T4), Shenstone (T5) and, Burntwood (T6),
<b>Class 1</b> e.g. Motorbike (1 <sup>st</sup> axle only one wheel, 2 axles) Day 06:00-23.00 Night 23.00-06.00	Mon-Fri: £3.00 Sat-Sun: £2.80 Night: £1.80	Mon-Fri: £2.00 Sat-Sun: £1.80 Night: £1.30
<b>Class 2</b> e.g. Car (2 axles, height above 1 <sup>st</sup> axles <1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £5.50 Sat-Sun: £4.80 Night: £3.80	Mon-Fri: £4.00 Sat-Sun: £3.80 Night: £2.80

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Class and example vehicle class	Main Toll Plazas at Great Wyrley and Weeford Park	Local Toll Plazas at Langley Mill (T3), Weeford Junction (T4), Shenstone (T5) and, Burntwood (T6),
<b>Class 2</b> e.g. Car (2 axles, height above 1 <sup>st</sup> axles <1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £5.50 Sat-Sun: £4.80 Night: £3.80	Mon-Fri: £4.00 Sat-Sun: £3.80 Night: £2.80
<b>Class 3</b> e.g. Car & trailer (More than 2 axles, height above 1 <sup>st</sup> axles <1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £10.00 Sat-Sun: £8.60 Night: £6.60	Mon-Fri: £7.00 Sat-Sun: £6.60 Night: £4.60
<b>Class 4</b> e.g. Van or coach (2 axles, height above first axles > 1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £11.00 Sat-Sun: £9.60 Night: £8.60	Mon-Fri: £10.00 Sat-Sun: £8.60 Night: £7.60
<b>Class 5</b> e.g. HGV or coach ( 3 to 5 axles, height above first axles > 1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £11.00 Sat-Sun: £9.60 Night: £8.60	Mon-Fri: £10.00 Sat-Sun: £8.60 Night: £7.60
<b>Class 6</b> e.g. HGV with more than 6 axles ( > 5 axles, height above first axles > 1.3m) Day 06.00-23.00 Night 23.00-06.00	Mon-Fri: £11.00 Sat-Sun: £9.60 Night: £8.60	Mon-Fri: £10.00 Sat-Sun: £8.60 Night: £7.60
<b>Class 11 HGV &lt;50tonnes Wide/Abnormal Load 2.9-3.5m width</b>	Mon-Fri: £15.00 Sat-Sun: £15.00 Night: £10.00	Mon-Fri: £15.00 Sat-Sun: £15.00 Night: £10.00
<b>Class 12 HGV &lt;50tonnes Wide/Abnormal Load 3.5-4.3m width</b>	Mon-Fri: £35.00 Sat-Sun: £35.00 Night: £25.00	Mon-Fri: £35.00 Sat-Sun: £35.00 Night: £25.00
<b>Class 13 STGO 1 Wide/Abnormal Load Up to 3.5m width</b>	Mon-Fri: £35.00 Sat-Sun: £35.00 Night: £25.00	Mon-Fri: £35.00 Sat-Sun: £35.00 Night: £25.00
<b>Class 14 STGO 1 Wide/Abnormal Load 3.5-5.0m width</b>	Mon-Fri: £70.00 Sat-Sun: £70.00 Night: £40.00	Mon-Fri: £70.00 Sat-Sun: £70.00 Night: £40.00
<b>Class 15 STGO 2/3 Wide/Abnormal Load Up to 3.5m width</b>	Mon-Fri: £70.00 Sat-Sun: £70.00 Night: £40.00	Mon-Fri: £70.00 Sat-Sun: £70.00 Night: £40.00
<b>Class 16 STGO 2/3 Wide/Abnormal Load 3.5-5.0m width</b>	Mon-Fri: £220.00 Sat-Sun: £220.00 Night: £60.00	Mon-Fri: £220.00 Sat-Sun: £220.00 Night: £60.00

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Class 17 Wide/Abnormal Load Special order	By Application	By Application
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### 1.1.7 Requirements to be met by the Toll Charger

Section	Notes
Signs and signals	Variable tariff signs before point of entry informing user is entering a toll road and Class 1,2,3,4,5 vehicles toll rates. Variable message sets ahead of plazas to indicate level for common classes of vehicle.  Point of sale variable message signs confirming actual charge at payment booth.
Additional information	On website including route planner and interactive payment calculator <a href="http://www.m6toll.co.uk">www.m6toll.co.uk</a> <a href="mailto:Customer.service@m6toll.co.uk">Customer.service@m6toll.co.uk</a>  Midland Expressway Limited Operations Centre Express Way Weeford Lichfield WS14 0PQ
Charge collection fee offered by Toll Charger to EETS Provider	Nil.

### 1.1.8 Requirements to be met by EETS Providers

Section	Notes
Access fee levied by Toll Charger on EETS Provider	By agreement, to cover capital costs and running costs of EETS implementation. Fee per transaction.  There will be additional administration costs for collecting EETS revenue due to additional processes (handling black/white lists, processing exceptions, processing charge exceptions). There will also be a substantial cost for the implementation of EETS into our systems Hence we will look to levy an access fee on all EETS users to cover capital costs and running costs of EETS compliance  Payable in Sterling, invoiced monthly.
Bank Guarantees or equivalent	Full guarantees will be required for all white listed EETS Tags. Therefore an EETS Provider will have to pre-pay the Tolls.  Currently revenue losses are less than 0.1%, and if acceptance of EETS vehicles raised this loss due to increased risks with EETS issuers, losses will need to be treated as EETS running costs and recouped through EETS levy charges.  We envisage that the EETS Provider would have an account with us and maintain a credit balance sufficient for 1 month's anticipated usage. It would be the EETS Provider's responsibility to maintain a credit balance. In the event of the EETS Provider's account becoming exhausted all TAGs / OBUs associated with it would be refused passage and a cash Toll be levied.

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Information on a particular User	EETS DSRC Tag will need to be identifiable and currently white listed by EETS issuer, and payment guaranteed. Information will need to be provided either within DSRC Tag or shared Tag Context data to allow automated real time determination of vehicle classification according to our classification system, as we are unable to fit automated vehicle classification equipment on wide load lanes used predominately by HGV ETC traffic. This process will need to be “real time” and 100% accurate to avoid a high level of charge exceptions or difficulties relating to updates in black/white lists and similar.
Authorisation parameters	The EETS provider must register each OBU with MEL along with the required vehicle information. The mechanism for doing so will be agreed between MEL and the EETS provider. In the event that no mechanism is agreed the EETS Provider will be expected to use MEL’s website to administer their account.
Charging obligations	The transponder must be so positioned to be read by our beacons located over the lanes.
Permanent changes in classification	Notification must be made in advance by any permitted means. Charges may apply if more than one change of vehicle per Tag per month.
Temporary changes in classification	Our systems currently have no process in place to acknowledge a temporary change in classification details.
EETS Provider Application Procedure	<p>An EETS Provider who wishes to deliver an EET Service must send an official application to MEL. The application must, as a minimum, include the following information;</p> <ul style="list-style-type: none"> <li>(i) the identity and contact information of the EETs provider.</li> <li>(ii) the financial status of the EETS Provider</li> <li>(iii) the service the EETS provider intends to offer</li> <li>(iv) EETS Registration status</li> <li>(v) details of the OBU which will be offered</li> </ul> <p>The EETS Provider must comply with the requirements of EETS Providers set out in the EFC Directive 2004/52/EC and Commission Decision 2009/750/EC.</p> <p>MEL will process the application and provided it meets the required standards will contact the EETS provider in order to discuss the technical requirements and commercial terms of a potential agreement.</p>

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### 1.1.9 Operation when there are problems with Users or data

Section	Notes
Black list(s)	<p>A payment guarantee will need to be by inclusion of tag ID within a white list, and not exclusion of a Tag Id in a Black List.</p> <p>Tags must be registered with MEL prior to use. Unregistered Tags are not recognised at the Toll Plazas</p> <p>The EETS Provider will be responsible for maintaining the list of valid Tags associated with their account. As long as the EETS providers account is in credit any Tag on that list will be valid at the Tolls and charged accordingly. In the event that a Tag is not on the list or fails to read then the User must pay the Toll at the time of crossing by an alternative payment means..</p>
Charge Exceptions	<p>M6Toll has no ANPR systems, and is a barrier toll system equipped with Automatic Vehicle Classification (AVC) in most lanes. If we are not guaranteed payment by the EETS provider we will not let the vehicle proceed until we have received another form of payment, and hence charge exceptions in terms of vehicle classification mismatches will be limited for those lanes with AVC. MEL reserves the right to refuse to accept any Tag or to refuse to open, or to close, an account operated by an EETS Provider in the event, or suspected event of misuse.</p>

### 1.1.10 Procedures and service levels (see Annex 1, para 2(b) of the Decision)

Section	Notes
Standards and specifications	<p>The EETS Provider will have access to their account online via MEL's website.</p> <p>In the event that the EETS Provider wishes to operate their account by another method, ie bulk upload, data transfer etc then the EETS Provider would be able to propose a method.</p> <p>MEL will request the EETS provider is audited by MEL's security specialist (at the EETS provider cost) to ensure that any personal data uploaded to the EETS provider is adequately protected. Auditing will be required at least yearly – and after any significant changes to the EETS provider system which may change its security status.</p> <p>Any method would have to be acceptable to MEL and agreed by us. Any costs for modifying MEL's system to accept such a method would be chargeable to the EETS Provider.</p>
Frequency of updates	Daily website update.
Accuracy	<p>The EETS Provider is responsible for maintaining the Tag and vehicle information associated with their account. This includes the class of vehicle as defined by MEL. Our current misclassification is less than 0.2%. EETS data will need to match this level.</p> <p>In the event of errors being detected by MEL the EETS Provider will be notified and their account adjusted accordingly for the error in the Toll paid and any further charges levied by MEL.</p>
Operational availability performance	<p>The EETS Provider is responsible for the accuracy of the data on their account. If the EETS Provider and MEL have agreed that the account will be operated other than online then the EETS Provider is responsible for maintaining the interface.</p>

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Other KPIs	None, other than by Commercial Agreement
Service level penalties	MEL will charge the EETS Providers account in accordance with the contractual agreements made between the parties.
Dispute procedure	None, other than by agreement

### Invoicing and payment

Section	Notes
Toll Charger invoicing EETS Provider	Tolls must be prepaid by the EETS Provider by any acceptable means. Administration and penalty charge invoices will be charged to this account in the first instance  Invoices for other goods and services will be sent as and when required and on MEL's standard terms. Invoices are payable within 14 days.  Interest chargeable on late payments at UK base rate plus 4%
EETS Provider paying Toll Charger	Payment to be made by bank transfer to MEL account  Referenced by EETS Provider Account ID and Invoice Number
EETS Provider invoicing Toll Charger	Not envisaged.
Toll Charger paying EETS Provider	Not envisaged.

#### 1.1.11 Procedure for agreeing a contract

Section	Notes
Initiating the contract process	Contact The Company Secretary Midland Expressway Ltd Express Way Weeford Lichfield Staffordshire WS14 0PQ  Full compatibility testing would be required at the expense of the EETS Provider.  MEL must be satisfied that the proposal will not compromise the integrity, reliability or data security of its systems.
Commercial conditions	EETS Provider to indemnify MEL against the additional costs of implementation and operation.  Service fees.  Service Level Agreement.