

## Annex H. Glossary

This annex contains definitions of the key road pricing terms used in the annexes to this guidance.

Term	Definition
<b>Account</b>	A service offered in which funds are held on behalf of a client or in which services are supplied on credit. Registration of number plates, mobile numbers and credit card details does not constitute an account.
<b>Automatic Number Plate Recognition (ANPR)</b>	The process of determining a vehicle's number plate (vehicle registration mark - VRM) by generating a camera image and interpreting that image (e.g. using optical character recognition) to extract the VRM. This is typically achieved from a roadside (or overhead) camera.
<b>Assisted Declaration</b>	The service provider offers a means (e.g. a single phone number or web address) for the user to declare and pay appropriate charges with any scheme.
<b>Automatic Declaration</b>	This is similar in concept to a semi-automatic declaration service, except that declaration by the service provider automatically follows determination of a charge liability without the intervening step of user authorisation. This enables the user to 'fit and forget' about charge liabilities once they have subscribed to the service, subject to certain conditions a service provider may impose such as ensuring the in-vehicle equipment is in working order.
<b>Business Case</b>	The submission on road pricing made to the Department by any local authority (with a proposed package of measures that includes road pricing) seeking to reach the TIF Programme Entry stage.
<b>Common Components</b>	The set of activities that must be, or can be, used by one or more schemes carried out above the level of an individual scheme in order to achieve, primarily, the appropriate level of consistency and interoperability across schemes.
<b>Compliance</b>	A user's existence wholly within the rules defined for road charging.
<b>Compliance Management</b>	The combination of proactive (e.g. camera vans, wardens etc.) and reactive (e.g. failure to declare in time, detection through exception reporting etc.) steps taken to determine whether a user is compliant and to react when a user is found not to be. Compliance management includes the steps taken to communicate compliance issues to the user up until the stage when a penalty charge notice is issued.
<b>Consistency</b>	Similarity among road pricing schemes in order to ensure that user and service provider experiences are comparable from one scheme to another.
<b>Contractor</b>	A provider of a service associated with road pricing that is wholly or largely defined by a contract signed with, and specified by, the authority and if offered to users is typically done so under the authority's brand (not the contractor's own brand).
<b>Debt Recovery</b>	The recovery of monies owed by a charge payer or his service provider (i.e. not paid by the due date).
<b>Distance Based Charging</b>	See definition for 'TDP Charging'.

<b>European Electronic Tolling Service (EETS)</b>	A European Union-wide service which seeks to create an interoperable road pricing/tolling network, where any user of a service, after registering with any tolling operator or EETS provider, is able to be charged by any electronic charging scheme without having to stop and pay.
<b>Eligible Vehicle</b>	A vehicle having characteristics causing it to fall within the scope of the scheme powers.
<b>Enforcement</b>	The serving, and later civil or legal pursuit, of one or more notices against a user for non-compliance, normally with an associated charge but may also be for taking possession, clamping or crushing of a particular vehicle.
<b>Entity</b>	The common term for a logical, legal or physical entity.
<b>Event-Based Charging</b>	The charge payable for any journey within a scheme can be completely determined from one or more separate 'snapshot' observations of the vehicle state, its location and the time. There are four event-based charging models that are potentially useful as a basis for road charging solution: <ul style="list-style-type: none"> <li>■ Area: Driving within a given area</li> <li>■ Cordon: Crossing a closed cordon</li> <li>■ Point: Driving past a point</li> <li>■ Route: Driving a route with several charging points with a common theme</li> </ul>
<b>Electronic Vehicle Identification (EVI) Tag</b>	A tag carried by a vehicle that communicates with roadside infrastructure and identifies the vehicle. An EVI tag complies with one or more existing codification systems for vehicle registration and/or identity.
<b>Fraud Prevention</b>	The act of ensuring a suitable level of compliance management is maintained to minimise the levels of fraud.
<b>Hotlist</b>	A register of entities against which specified action is to be taken when the entity is observed. An example is a register of stolen tag numbers. Hotlists may be local to a scheme or common across schemes.
<b>Interoperability</b>	The ability of systems and system components from different schemes (and certain other organisations) to communicate and interact with each other.
<b>Legal Entity</b>	A natural person, body corporate or other entity such as can be recognised in law.
<b>Logical Entity</b>	An abstract entity that has an ascribed set of functions. A model of something that can exist in the real world. A scheme, for example, can be termed a logical entity.
<b>National Framework</b>	The combination of national scheme rules, national user rules and common components that together ensure that schemes are consistent with national policy objectives and adhere to any national legislative and policy constraints.
<b>National Scheme Rules</b>	These encompass legislation, policies, standards, procedures etc. that are imposed on schemes because they are deemed necessary to satisfy any national policy objectives and legislative & policy constraints.

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<b>National User Rules</b>	These encompass legislation, policies, standards, procedures etc. that are imposed on users (as opposed to schemes) because they are deemed necessary to satisfy national policy objectives and legislative & policy constraints.
<b>Non-Compliance</b>	A user's existence outside one, or more, of the rules defined for road charging.
<b>Onboard Unit (OBU)</b>	A device in a vehicle, more complicated than an EVI tag or charging tag, performing charging (and optionally, EVI and offence management) functions.
<b>Physical Entity</b>	A thing that exists physically such as an item of roadside equipment, or an onboard unit.
<b>Privacy</b>	The ability of an individual or group to stop certain personal information from becoming known to others. In the context of road pricing, this may cover contact details (address, telephone number, e-mail address, etc.), financial information (credit card number, bank details, etc.) and journey information (e.g. linking number plate to location at certain times).
<b>Rate-Based Charging</b>	The charge payable for any journey within the scheme is based on a parameter that a solution accumulates over a journey or set time period (e.g. a day). The charge is determined by multiplying increments in this parameter by a charge rate. That charge rate may be different in different areas and different time slots. There are three rate-based charging models that are potentially useful as a basis of a road charging Solution: <ul style="list-style-type: none"> <li>■ Driven distance (TDP)</li> <li>■ Elapsed time</li> <li>■ Driven time.</li> </ul>
<b>Register</b>	The action by a user of signing-up to use a particular solution or service or to benefit from a discounted charge rate and providing the associated information required by the service provider and/or scheme owner. Specific examples include registration of vehicle class or payment means.
<b>Scheme</b>	An implementation of a road pricing policy established under statutory powers that charges defined users for road use within defined geographic areas within defined periods of time.
<b>Scheme Detection</b>	In the charging function of a scheme detection solution, the scheme detects when an eligible vehicle has been driven in chargeable circumstances and registers the charge payer's liability for a specific charge.
<b>Scheme Owner</b>	The organisation legally entitled to implement a road pricing scheme - usually a local authority.
<b>Scheme Rules</b>	The rules defined by the scheme owner that describe how the scheme powers will be exercised.
<b>Security</b>	The act of ensuring a suitable level of confidentiality, availability and integrity is maintained across all layers within a scheme or across the national framework. Security includes maintaining the integrity of all devices (tamper proofing etc.).

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<b>Semi-Automatic Declaration</b>	The service provider offers a means (for example, through an in-vehicle satellite navigation system) for automatically determining when a charge liability has been incurred and informing the user that a declaration should be made. The user then considers the information provided before authorising the service provider to declare and pay appropriate charges on their behalf.
<b>Service Provider</b>	A provider of services associated with road pricing that is defined largely or wholly by that provider and, typically, are offered under its own brand. For example, this might include sale, distribution and servicing of in-vehicle equipment for road pricing.
<b>Solution</b>	One way in which a user can interact with a road pricing scheme.
<b>Supplier</b>	Provider of equipment or materials to a scheme, a contractor, a service provider or user.
<b>Tariff Table</b>	A table of charges relating to a scheme.
<b>TDP Charging</b>	The specific instance of rate-based charging that charges by distance travelled within a scheme under a vehicle's own power, and by place, time of day and attributes of the user.
<b>User</b>	An individual or organisation that interacts with a scheme. This may include being the registered keeper of a vehicle, being registered as a road pricing account holder, being registered with a service provider to use a particular solution, or driving a vehicle under chargeable circumstances.
<b>User Declaration</b>	In the charging function of a user declaration solution, the user declares their liability for a specific scheme charge. There are a further two variants of user declaration: assisted declaration and automatic declaration.