TRANSPORT COMMUNITY

The Transport Community comprises the European Union, Republic of Albania, Bosnia and Herzegovina, Republic of North Macedonia, Kosovo*, Montenegro, Republic of Serbia.

The Transport Community shall be based on the progressive integration of transport markets of the South East European Parties into the European Union transport market, on the basis of the relevant acquis, including in the areas of technical standards, interoperability, safety, security, traffic management, social policy, public procurement and environment, for all modes of transport excluding air transport.
For 70 years, an essential part of IRF’s mission has been the organization and delivery of continuing education services that help build the skills of road professionals and contribute to the dissemination of knowledge and expertise worldwide.

IRF fosters best practices

3,000 Highway Professionals attend an IRF Program every year

IRF serves with huge variety of disciplines

- Performance-Based Contracts
- Procurement & Contract Management
- Toll Collection & Road User Charging
- Construction Supervision
- Ethics & Financial Integrity
- Pavement Design
- Low Volume Road Engineering
- Climate-resilient roads
- Road Safety Audit Team Leaders
- Roadside Safety Management
- Vulnerable Road User Safety
- Workzone Safety
- Speed Enforcement
- Post-Crash Investigation
- Managing Road Assets
- Bridge / Tunnel Inspections
- Roadway Analytics
- ITS Systems Architecture
- Traffic Forecasting
- Congestion Management
- Traffic Signal Control
- …and more …

IRF road user charging committee

The chief aim of the RUC committee is to offer IRF members an opportunity to formulate policy and technological recommendations that support informed policy-making and lead to cost-effective solutions in those cases where road user charging meets clearly identified mobility objectives and societal goals.

Road user charging – IRF events

- Ghana study tour to Accra (2018)
- e-Tolling expert workshop in Zagreb (2019)
- Global leadership seminar on future of road pricing, Las Vegas (2019)

IRF white paper: future of road pricing

Charging road users is currently experiencing a renaissance thanks to pressing funding concerns and the concurrent emergence of a wider range of technology options.

Road pricing programs affect the travel patterns of hundreds of thousands, and can bring about important societal benefits that extend well beyond the funding equation. But these programs also provide mobility actors with the opportunity to take advantage of the dynamic data now available to them via new data points, which can provide value outside of traditional charging services, such as in the realm of road safety, telematics-based insurance, fleet management, or congestion analysis.

The need to charge according to a growing number of parameters (location, destination, number of occupants) will become even more appealing to policy-makers. For drivers, journey time will no longer be the only variable, since frequent trade-offs will need to be made between time and cost, possibly embedded within the vehicle’s navigation system.
STRONG EUROPEAN TEAM

- ECA Regional operations headquartered in Brussels
- Primary contact point for IRF Members & Fellows in 30+ countries
- Active stakeholders in regional forums (SEE/TCT, Eastern Partnership Transport Panel, etc.)
- Regional training facility in Zagreb, Croatia

Your Contacts

Brendan Halleman
Vice President, Europe & Central Asia

Tom Antonissen
Senior Advisor

INTERNATIONAL ROAD FEDERATION
BETTER ROADS. BETTER WORLD.

OVERVIEW
MOVING FORWARD
CONSULTING

OUR VISION: SUSTAINABLE MOBILITY & TRANSPORT

FOSTER INNOVATIVE, INTEGRATED,
SUSTAINABLE, SEAMLESS AND ACCESSIBLE
MOBILITY FOR PEOPLE AND GOODS.

SOLVE CHALLENGES OF TODAY AND
ENSURE THE FUTURE IN THE AREAS OF
FINANCING, EFFICIENCY, ENVIRONMENT,
SAFETY, AND SECURITY.

WHO WE ARE.

- Founded 2015, independent, we serve public and private clients
- Focus on Intelligent Transportation Systems (ITS) applied to road transport, public transport, urban and smart cities, freight & logistics
- Innovation management and deployment in digitalization, automation, electrification, smartphoneisation, disruptive technologies
- Long term and global experience flagship projects
OUR EXPERTISE.

- Studies: Markets, Smart Cities, ITS, traffic safety, transport economy, technology, innovation
- Policy development, stakeholder communication, KPI models
- Urban mobility: shared mobility, parking, access, dynamic traffic management
- Road Pricing: Electronic Toll Collection (ETC), Road User Charging (RUC), Mobility Pricing, PPP and BOT schemes
- Road Safety and Security: Violation enforcement of speed, red light, or weight; safety programs, safety certification
- Freight and logistics: Fleet management, harbour access, urban last mile delivery
- Technology and disruptions management: digitalization, automation, electrification, MaaS, autonomous driving
- Business development: support: country and market entry, tender support, partner acquisition, project management

EXPERTISE: ROAD USER CHARGING.

Electronic Toll Collection
- Electronic Toll Collection (ETC)
- Road User Charging (RUC)
- Mobility Pricing (MP)
- Congestion Charging, City Charging
- Interoperability, European Electronic Toll Service (EETS)

Enforcement
- Toll violations
- Speed offences
- Red light violations

Technology Application
- DSRC (Microwave)
- RFID (ISO 18000 A/B/C Sticker Tags)
- Satellite/GNSS (GPS, GLONASS, GALILEO)
- 3G/4G/5G Telecommunication networks
- APNR (Video-based number-plate recognition)

SUPPORT OF INTERNATIONAL TRAFFIC & TRANSPORT ASSOCIATIONS.

- ASECAP – Association of European Road Concessionaires, Brussels, Belgium
- AVENIRMOBILITE, Zurich, Switzerland
- ERF – European Road Federation, Brussels, Belgium
- ETRTO – ITS Europe, Brussels
- IETTA – International Bridge, Tunnel and Terminal Association, Washington D.C., USA
- IRF – International Road Federation
- IRU – International Road Transport Union
- ITF – International Transport Forum (OECD)
- NATIONAL ITS ASSOCIATIONS
- POLIS – Network of European Cities and Regions, Brussels
- UNECE – Economic Commission for Europe, Geneva, Switzerland

REFERENCES (EXTRACT)

- Automated Driving
- Business Development
- Electric Vehicles
- ITS in Cities
- Mobility as a Service
- Road Pricing: RUC, ETC, e-Vignettes, e-Tolling, Congestion Charging, Managed Lanes
- Road Safety
- Smart Cities
- Traffic Control Center
- Traffic Management

RUC IN THE EUROPEAN UNION, EUROPEAN LEGISLATION

PRESENTATION POWERED BY PETER SZATMARI, DG MOVE

TODAY’S CHALLENGES

ROAD MAINTENANCE CONGESTION

RISK OF DISCRIMINATION ENSURE FAIR COMPETITION

AIR POLLUTION AND CLIMATE CHANGE
EU TRANSPORT POLICY OBJECTIVES

- Connected Mobility
- Interoperability of electronic road toll and charging systems
- Harmonisation of technologies and interfaces
- Cross-border enforcement

OBJECTIVES OF THE EXISTING LEGISLATION (PRICING)

- Elimination of distortions of competition between transport undertakings in the Member States
- Fairer system of charging, based on the ‘user pays’ and ‘polluter pays’ principles
- Recovery of infrastructure costs
- Promotion of sustainable transport and reducing negative impacts of transport

EXISTING CHARGING SYSTEMS IN THE EU:

HEAVY DUTY VEHICLES

EXISTING CHARGING SYSTEMS IN THE EU:

LIGHT VEHICLES

TOLL VARIATION – EXISTING PRACTICES

Revenue neutral variation of charge to address congestion: The Czech Republic applies it on its tolled network (Friday afternoons, HGVs only) – shift 15% of HGV traffic to less congested hours

EU ROAD PRICING LEGISLATION

- DIRECTIVE 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, consolidated version including updates of maximum amounts
- DIRECTIVE 2006/38/EC amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
- DIRECTIVE 2011/76/EU amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
MAIN OBJECTIVES OF THE REVISION (1)

- Simplify/clarify existing rules
- Contribute to Paris Agreement and the 2030 goals through a reduction of CO2 emissions from road transport
- Progress on the application of the polluter pays and user pays principles, incl. contribution to infrastructure financing, the quality of roads

MAIN OBJECTIVES OF THE REVISION (2)

Scope extension: for the first time, EU legislation would cover:
- Buses and coaches (similar rules to trucks)
- Light vehicles (cars, vans, minibuses):
  - Proportionality of the price of short term vignettes
  - Certain general tolling principles (e.g. emission-based variation)

Choice of charging instrument
- Phase out vignettes for HGV and bus/coach by 2023
- Phase out vignettes for LDVs (van, minibus, passenger car) by 2027
- Possibility to reduce vehicle tax (HGVs>12t)
- Minimum vehicle tax levels gradually removed

COMMISSION PROPOSAL: TOLL VARIATION

A. ENVIRONMENTAL PERFORMANCE
- HDVs:
  - CO2 instead of EURO for revenue-neutral variation of infra charge
  - Easier but compulsory external-cost charges (pollution and noise)
- Cars and vans:
  - Variation based on CO2 and real driving pollutant emissions
  - Toll reduction (75%) for zero emission vehicles

B. DEALING WITH CONGESTION
New possibility of congestion charging on top of the infrastructure charge on the main inter-urban network (instead of revenue-neutral variation for trucks only):
- For all vehicles
- Capped and can be applied only on congested roads

COMMISSION PROPOSAL: INVESTMENT IN INFRASTRUCTURE TODAY

Earmarking of revenues only from mark-ups of 15-25% (only in mountainous regions)
- Applied by Austria and by Slovenia to finance the Brenner Base Tunnel and the upgrade of the Koper-Divača rail link, respectively

PROPOSAL
- Possibility to apply mark-ups outside mountain areas
- Earmarking of revenues from mark-ups and congestion charges to develop transport infrastructure and services
- Enhanced reporting requirement

POLICY OBJECTIVES
EUROPEAN ELECTRONIC TOLL SERVICE (EETS)

- Access to EETS market
- Interoperability of electronic road toll systems
- Harmonisation of technologies and interfaces
- Cross-border enforcement (new)

STATE OF LEGISLATIVE PROCESS - EUROVIGNETTE

Commission proposal in May 2017
European Parliament report adopted in Oct 2018 – going beyond COM proposal:
- actually replacing vignettes by tolls for all vehicles
- mandatory external cost charging on toll roads for all vehicles from 2023
- earmark all revenues to transport infrastructure and services

Council
- Different views in Council
- Limited progress for 1,5 year
- RO Presidency: restarted the discussions on the Eurovignette Directive
- FI Presidency: objective to reach a general approach
EU LEGISLATION - EETS

- Applies in all Member States of the EU as of 19 October 2021
- Repeals Directive 2004/52/EC and Decision 2009/750/EC which are currently in force
- Implementing and Delegated Acts still to be adopted by COM during 2019 will also apply as of 19 October 2021

TECHNOLOGIES IN EETS

- 3 main technologies for Electronic road toll systems using an On Board Equipment (OBE)
  - Satellite positioning
  - Mobile communications
  - 5,8GHz microwave technology
- The scope of the legislation is extended to video tolling systems (ANPR)
- Users will have one counterpart (the EETS provider) to pay any electronic toll, whatever the technology applied
- EETS allowed, until 2027, to serve cars with simple and cheap DSRC OBE
- Other technologies allowed for local projects, e.g. RFID, 5G, V2X

CROSS-BORDER ENFORCEMENT

- Applies to all kinds of tolling, also time-based systems, light vehicles etc.
- Automatic mechanism for the exchange, between Member States, of information on the identity of the owners or holders of vehicles for which a toll is suspected of not having been paid: with this information, Member States will be able to follow up cases of tolls not paid by non-resident drivers
- Simple system of exchange of information: To reduce costs and administrative burden, the mechanism used will be the same as for the exchange of information on road-safety-related traffic offenses

EXPECTED IMPACTS

Main benefits:
- Savings for road users (predominantly for heavy vehicles): reduced compliance cost and burden
- Savings for toll chargers: less OBE to be procured for purely national purposes
- Better enforcement of tolls from foreign offenders: €150 million additional revenues per year.

Main costs:
- Investment by toll chargers in upgrading interfaces to harmonised standards

CLASSIFICATION AND STRUCTURE OF RUC SCHEMES

EVOLUTION OF CHARGING
### RUC Technologies Suitability (High Level Approach)

<table>
<thead>
<tr>
<th>Suitability / Technology</th>
<th>DSRC S.5 GHz</th>
<th>RFID</th>
<th>ANPR</th>
<th>GNSS</th>
<th>Smartphone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost price</td>
<td>Low (1)</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Performance</td>
<td>Good</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>Very good</td>
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<tr>
<td>Road side infrastructure needed</td>
<td>Low (5)</td>
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<td>Medium</td>
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<tr>
<td>License based tariffs</td>
<td>High (6)</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Very good</td>
</tr>
<tr>
<td>Privacy level</td>
<td>High (7)</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Very good</td>
</tr>
<tr>
<td>Security level</td>
<td>High (8)</td>
<td>Medium</td>
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<td>Very good</td>
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<tr>
<td>Reliability</td>
<td>High (9)</td>
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<tr>
<td>Cost for enforcement change from traditional tolling to electronic tolling</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>Very good</td>
</tr>
<tr>
<td>Tracking issues</td>
<td>High (10)</td>
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<td>Low</td>
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<td>Very good</td>
</tr>
<tr>
<td>Cost of distribution logistics</td>
<td>High (11)</td>
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</tr>
<tr>
<td>Cost of installation</td>
<td>High (12)</td>
<td>Medium</td>
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<td>Very good</td>
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<tr>
<td>Cost of OBU</td>
<td>High (13)</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Very good</td>
</tr>
<tr>
<td>Cost for user</td>
<td>High (14)</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Very good</td>
</tr>
<tr>
<td>Cost for the system operator</td>
<td>Medium (15)</td>
<td>Lower than</td>
<td>High</td>
<td>Higher than</td>
<td>High (16)</td>
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<tr>
<td>Revenue security for operator</td>
<td>High (17)</td>
<td>Medium</td>
<td>Low</td>
<td>High</td>
<td>Very good</td>
</tr>
</tbody>
</table>

### Technologies, Financial Implications

#### Technology

- **DSRC S.5 GHz**
- **RFID**
- **ANPR**
- **GNSS**
- **Smartphone**

#### Financial Impacts

- **Cost for the user**: Low (1) to Medium (17)
- **Cost for the system operator**: Lower than DSRC (16) to Higher than DSRC (16)
- **Revenue security for operator**: High (17)

### The „Art“ of Communication for RUC Projects

- **Policy to be sustainable and fair**
- **Requires intensive, continuous, and stakeholder specific communication and dialogue**
- **Must be based on understandable arguments and facts to be used to discuss and explain advantages**
- **Communication is required during all project phases: policy, legislation, financing, planning, tender, selection, implementation, operation, updates**
- **Specific communication is required, e.g.**
  - for completely new projects
  - for change from traditional tolling to electronic toll collection
  - for satellite-based tolling
  - for UVS or HVs
  - Etc.

### All Stakeholders to Be Included

### All Questions Need Sustainable Answers
COMPLEX AND VARIETY OF QUESTIONS

National needs for financing of infrastructure?

Which roads? Impacts in traffic?

Tariff policy? Convenience?

Cost? Affordability? Acceptance?

Accessability?

Social economic impacts?

Tolling/charging technology?

Risks?

Tolling policy?

Tax or Toll?

Legislation?

Enforcement?

QUESTIONS FROM VARIOUS USER GROUPS

1. The users, rather than the taxpayers, are to pay according to their actual use of the infrastructure, only
   - Little use of toll roads = little payments
   - Drive a lot on the toll road = higher payments
2. The user pays principle is fair, proportional, and non-discriminatory
3. The principle replaces distortionary taxes and subsidies by fair pricing

ADVANTAGES OF THE “PAY-AS-YOU-DRIVE” PRINCIPLE

1. According to EU Treaty 191/2, the polluter-pays principle is to increase sustainability of mobility and transport
2. The polluter-pays principle also recommended by OECD
3. The polluter-pays principle reduces the environmental impacts of air pollution, congestion, or noise caused by transport
4. Many positive examples in HGV toll schemes by fostering lower emission vehicles

ADVANTAGES OF THE POLLUTER-PAYS PRINCIPLE?

1. RUC fosters long term and sustainable financing of road infrastructure: construction, maintenance, upgrades
2. Thus reducing bottlenecks of tax based financing
3. Sustainable tariffs (Road Pricing) fosters sustainable mobility: better efficiency with less congestion, less accidents, better environmental protection
4. Transparency in fee collection

WHY TO PAY MORE (TAXES) TO USE THE ROAD?

Public budgets are more and more unable to finance the initial investment, extensions, upgrades, maintenance, ...

ADVANTAGES OF RUC FOR THE AUTHORITY

1. RUC fosters long term and sustainable financing of road infrastructure: construction, maintenance, upgrades
2. Thus reducing bottlenecks of tax based financing
3. Sustainable tariffs (Road Pricing) fosters sustainable mobility: better efficiency with less congestion, less accidents, better environmental protection
4. Transparency in fee collection
USE OF REVENUES FROM RUC SCHEMES?

1. Invest into better road quality → higher road safety
2. Intelligent traffic management → reduce congestion
3. Adaptive maintenance (winter, road surface)
4. Better information and signage for drivers → travel times, accidents
5. Invest into rest areas

CAN REVENUES FROM RUC BE EARMARKED?

1. Earmarking is possible by a respective political will and majority vote.
2. Earmarking shall be exactly defined, e.g. for extensions, maintenance, safety.

IS MY PRIVACY ENSURED?

1. General Data Protection Regulation (GDPR) ensures proper privacy deployment on national and European levels
2. Data Subject Rights: breach, access, forgotten, portability, officers and enforcement, design
3. Increased territorial scope
4. Penalties
5. Consent

COST COMPARISON FOR VARIOUS RUC TECHNOLOGIES?

1. During design phase, technology alternatives and impacts for investment, operation and maintenance
2. Analysis of actual cost for toll collection (for existing schemes)
3. Digitalization and automation offer higher convenience for users and cost savings for operation
4. Return on investment to consider also social economic savings:
   a. Lower congestion
   b. Less accidents and fatalities
   c. Reduced external cost: pollution, noise
   d. Enhanced quality of network requires less vehicle repairs and maintenance

HOW CAN I REGISTER AND PAY?

Registration and payment are possible via:
- Gas stations
- POS
- Service terminals
- Via the www
- Smart phone apps
- Retail stores
- ...

HOW WILL I PAY IN FREE-FLOW RUC SCHEMES?

In free-flow RUC systems, the fees are paid cashless without stopping at toll plazas, by:
1. Pre-payment to my toll account
2. Post-payment of the monthly bill of my toll account via my bank, credit card, debit card, etc.
WILL RUC HARM THE BUSINESSES?

1. Tolled roads offer better traffic flow and thus reduce travel times
2. Tolled motorways are safer (Asecap, IBTTA, IRF)
3. Inter-modality fosters use of public transport (Stockholm, Milan, London), thus increase of quality in city centres

WILL INTERNATIONAL USERS ALSO CONTRIBUTE AND PAY?

1. All users to pay the same charges for using the infrastructure
2. This applies to both, to national and international users.
3. Thus, all users contribute to the financing of road infrastructure

SHOULD THE CHARGE BE A TAX OR A FEE?

1. Both alternatives depend on the political will and the financing policy
2. Taxes contribute to common tax incomes of a country; it is possible to earmark to finance road infrastructure
3. Charges via toll fees usually serve a dedicated purpose as agreed in the national toll collection legislation

NEGATIVE EXAMPLES OF INSUFFICIENT COMMUNICATION

ROAD RAGE AS ALBANIA INTRODUCES TOLL ON KOSOVO HIGHWAY

RAGES IN FRANCE - ECOTAX PROJECT

History:
• 2014 ... abandoned
• 2016 ... the Court of Auditors says 'a mess' that will damage the public finances ....
• 2017 ... French regions want new initiative for ecotax project
• 2020 ... ?
CONCLUSIONS

TECHNOLOGIES HELP TO SOLVE CHARGING ISSUES

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEED TO SLOW DOWN OR STOP AT TOLL PLAZAS, SEPARATED LANES</td>
<td>MULTIPLE LANE &amp; FREE FLOW (MLFF), OPEN ROAD TOLLING (ORT)</td>
</tr>
<tr>
<td>DIFFICULT PAYMENT ALTERNATIVES (EXACT) CASH, PRE-PAY, POST-PAY, CREDIT CARD</td>
<td>CASHLESS PAYMENT</td>
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<tr>
<td>DIFFICULT REGISTRATION PROCESS, OBU PURCHASE</td>
<td>DIGITALIZATION, SMARTPHONES</td>
</tr>
<tr>
<td>COMPLICATED (TAVES-MIVE, TIME, BASED, DISTANCE BASED, TICKETS, NOT HOT)</td>
<td>ROAD PRICING / MOBILITY PRICING</td>
</tr>
<tr>
<td>LACK OF EUROPEAN INTEROPERABILITY</td>
<td>COMMON EUROPEAN POLICIES, EETS</td>
</tr>
<tr>
<td>HEAVY ROADSIDE / INFRASTRUCTURE</td>
<td>SATELLITE BASED TOLLING - GNSS, ITS UNITS, SMARTPHONES</td>
</tr>
<tr>
<td>POOR CUSTOMER SERVICE</td>
<td>INCREASE OF SERVICE QUALITY</td>
</tr>
<tr>
<td>PRIVACY ISSUES</td>
<td>HONOR GDPR</td>
</tr>
</tbody>
</table>

PROJECT SUCCESS CREATED IN VARIOUS PHASES

<table>
<thead>
<tr>
<th>PHASE</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>Planning</td>
<td>Agenda item, policy, technical regulations, interoperability, governance, costs, * blah blah....</td>
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<tr>
<td>Launch</td>
<td>Agenda item, policy, technical regulations, interoperability, governance, costs, * blah blah....</td>
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<tr>
<td>Operation</td>
<td>Agenda item, policy, technical regulations, interoperability, governance, costs, * blah blah....</td>
</tr>
<tr>
<td>Extensions</td>
<td>Agenda item, policy, technical regulations, interoperability, governance, costs, * blah blah....</td>
</tr>
</tbody>
</table>

IMPORTANT RECOMMENDATIONS

1. Consider national policies and future requirements
2. Create powerful communication and information exchange between all stakeholders
3. Select mode of operation, payment, and proven technologies
4. Ensure common system architecture for RUC, ITS, Road Safety and BEST investment and operational cost
5. Create affordable tariffs to serve financing AND sustainability
6. Implement an efficient enforcement regime to ensure incomes
7. Ensure interoperability to your neighbours and into Europe
8. Implement inter-urban and urban charging platforms
9. Ensure scalability, growth, technology disruptions

EUROPEAN RUC FOSTERS SUSTAINABILITY

1. RUC & ETC schemes foster sustainable financing of road infrastructure for construction and maintenance
2. The user-pays and polluter-pays principles support sustainability: reduction of congestion, better travel times, higher road safety
3. European legislation eases project planning and implementation, interoperability, and cross border enforcement

SALUS POPULI SUPREMA LEX ESTO.

WELL BEING OF THE PEOPLE TO BE THE SUPREME LAW.

Marcus Tullius Cicero, 106-43 BC
Roman statesman, orator, lawyer and philosopher
QUESTIONS
DISCUSSION
APPLICABILITY
FOR PROJECTS YOUR COUNTRY

THANK YOU!

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