Road pricing in the Netherlands
Overview

13 januari 2010
Past: 2004 – Drafting a new policy document

Objectives for 2020:
- Acceptable and predictable travelling times
- Reliable & sustainable mobility system

Conclusion:
Only attainable through incentive demand for road use
2005 – Setting up a platform for advise

- Lessons learned: political and public acceptance is key factor
- Therefore establishing representative platform for advise
- The advise:
  - A Km-price that varies according to time, place and environmental effects (all roads, all vehicles)
  - Elimination of current (fixed, annual) taxes for purchase and ownership
  - Revenues invested in infrastructure: mainly road infrastructure, but also rail
Principles of road pricing

- Paying per kilometre driven instead of for ownership
- Throughout the Netherlands (even if driving does not occur on roads)
- A basic rate per kilometre, differentiated according to environmental characteristics
- A peak rate for busy times and places
- Kilometres driven are recorded using satellite technology
- Fixed motor taxes: motor vehicle tax, provincial surcharges and purchase tax to be abolished
- Revenue from road pricing will go to the Infrastructure Fund
- This fund finances expenditures on traffic and transport (maintenance, new construction, public transport, etc.)
Average basic tariff for private cars

**Tariff at start of implementation**
- 3,0 ct/km

**Tariff at full implementation**
- 6,7 ct/km
Average basic tariffs for other vehicle categories

- Commercial vans: 1.7 ct/km
- Busses (non-public transport): 2.8 ct/km
- Trucks: 2.4 ct/km
Expected effects by 2020

- Kilometres travelled: - 10 to 15%
- Travel time: - 40 to - 60%
- CO$_2$ emissions by passenger cars: - 19%
- PM$_{10}$: - 10%
- NOx: - 10%
- Travelled km’s bij public transport: + 6%
- Traffic safety: + 7%
- Number of vehicles: + 2 to + 3%

Bron: Joint Fact Finding 2007 en Muconsult 2009
Role of the market

- Principle: free access to the road pricing system by accredited suppliers of products (guarantee track) and services (main track)
- Market provides:
  - Tendering
- Components for performing government tasks (enforcement equipment, trusted elements [passports], back office)
- Products and services for a large-scale system test in 2010
  - Certification
- (certified) services: installation and service
- (certified) products: OBE
Mobility Projects: road pricing in practice

- Improving regional accessibility by price incentives
- Making drivers aware of alternatives
- Learning about mobility behaviour
- Gaining experience with technology
- First opportunity Multiple Service Providers market
- 25,000 voluntary participants in 2010
State of affairs

2009
- Start of market consultation certification
- Start of tendering dialogue
- Legislation sent to the parliament
- Start of more intensive communication to wider audience

In 2010:
- Legislation discussed in House of Representatives and Upper House
- Decision making End-to-End issue
- Results of certification and granting of tendering contracts
- Mobility projects (monitoring results spring)
- Preparation final implementation decision
- Preparation large scale real-life test (60,000)
- Preparation roll out (2012: trucks, 2013-2016: private cars)