



Ministerie van Verkeer en Waterstaat

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



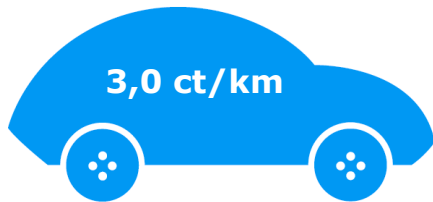
Principles of road pricing

- 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



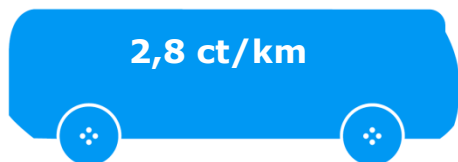
Tariff at full implementation



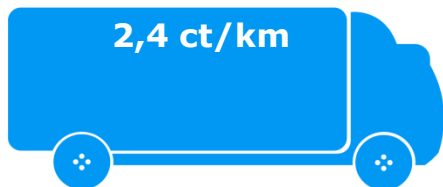
Average basic tariffs for other vehicle categories



- Commercial vans



- Busses (non-public transport)



- Trucks



Expected effects by 2020

- Kilometres travelled - 10 to 15%
- Travel time - 40 to - 60%
- CO₂ emissions by passenger cars - 19%
- PM₁₀ - 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)