



# Heavy goods vehicle charge in the Netherlands

On the road to a reliable and user-friendly charging system



# Program

- 1 HGVC in the context of Infrastructure and Water Management
- 2 Introduction to HGVC in the Netherlands
- 3 Architecture of HGVC in the Netherlands
- 4 Lunchbreak
- 5 EETS and work packages tracks



# Code of conduct

- Participation in the market interaction information meeting is not obligatory in order to participate in future market consultations, accreditations or calls for tender.
- Parties cannot derive any rights from their participation in this information meeting.

Regarding questions:

- We aim to be as transparent as possible, to share information where available and final.
- If decision-making is not yet clear or final, no anticipation is made.
- Questions are answered as much as possible during the sessions, but you can also come back to them later in writing.
- Orally provided information (by VWH team members) has no status.
- If relevant: make sure that a question is asked about it during a plenary session, or make a comment, or submit the question or comment in writing. Orally provided information cannot be invoked later.



Ministry of Infrastructure  
and Water Management

# Introduction

HGVC in the context of  
Infrastructure and Water  
Management

André Belonje, director Finance



# Coalition Agreement 2017

- HGVC as soon as possible
- Following neighbouring countries
- In consultation with the sector





# Mobility Framework

- Safe, robust and sustainable traffic and transport system
- Transition in mobility





# Challenges

- Safety
- Climate
- Robust Road Network





# Context

- Mobility framework
- Politics
- Sustainability
- Pay for use
- Technology
- Redistribution of the revenue





# The Heavy Goods Vehicle Charge in two minutes





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# Heavy goods vehicle charge

Introduction in the  
Netherlands

Tomas de Laat, Program Manager HGVC



# Introduction

Introduce HGVC with a view to a level playing field:

- foreign and Dutch HGV
- abolish the tax on heavy motor vehicles
- reduce the motor vehicle tax on heavy goods vehicles
- revenues for innovation and sustainability in the transport sector.





# Policy framework

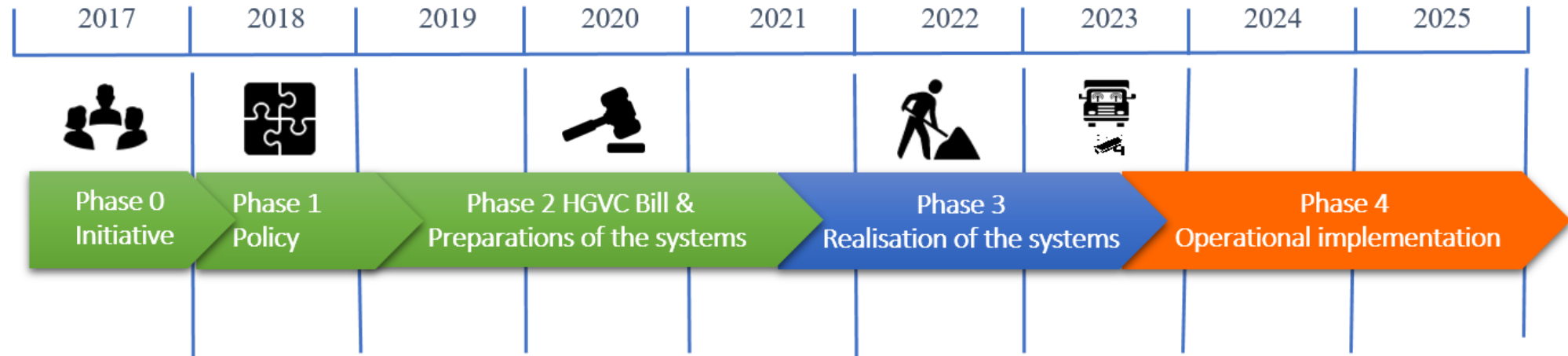


## Main topics

- Vehicles
- Exemptions
- Tariff setting and differentiation
- Collection and supervision
- Enforcement
- Redistribution of the revenue
- Effects of the HGVC
- Road network



# Phases and planning





# Redistribution of the revenue

- Multi-year revenue recycling programme
- The funds are available after the introduction of the HGVC in 2023; pre-financing of measures is therefore not possible.

## Goals

- Create a sustainable transport system
- Promote a smart and innovative transport system






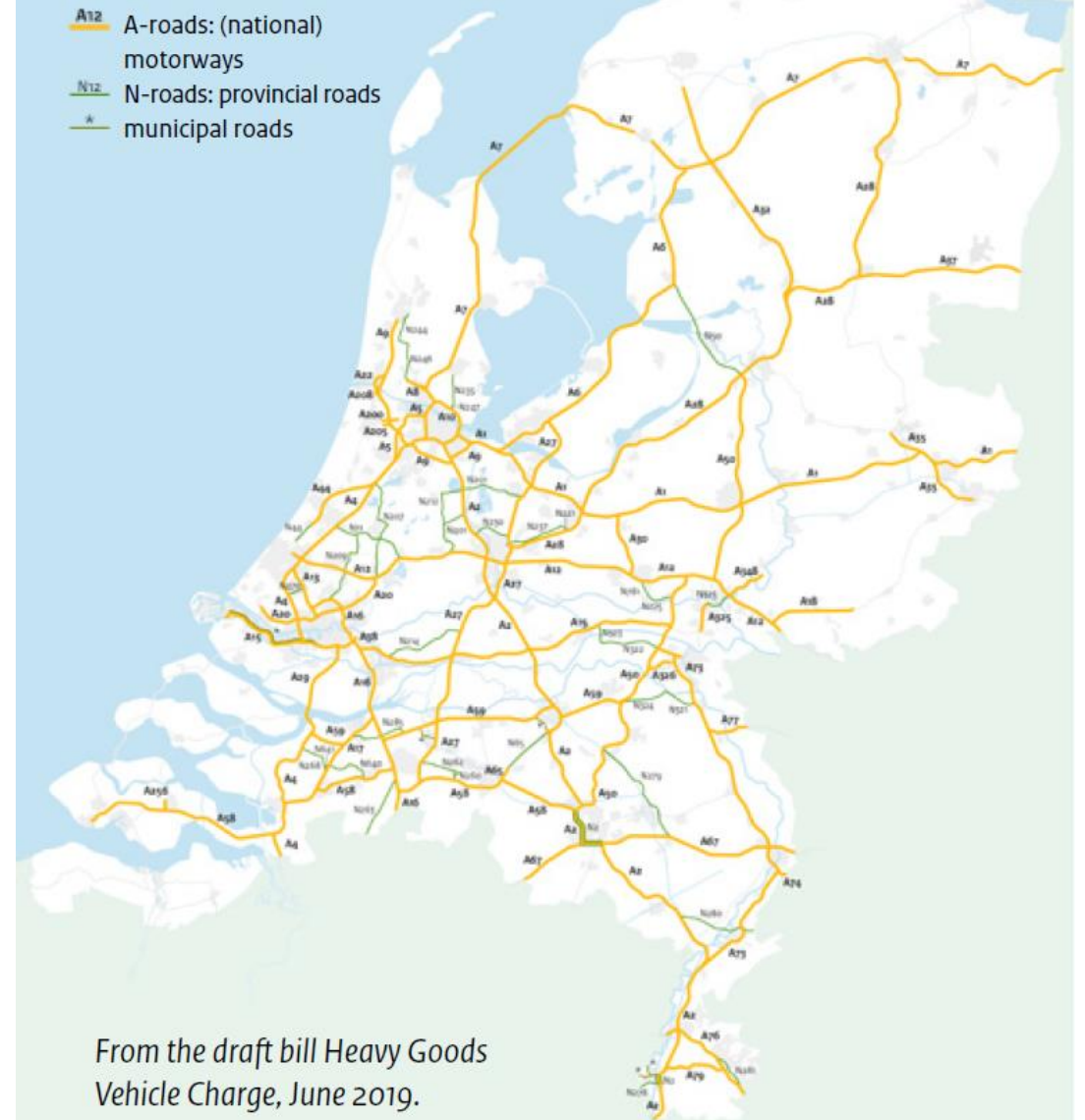


# Collaborations

- Transport sector
- Road authorities
- The public

## Roads with heavy goods vehicle charge

-  A-roads: (national) motorways
-  N-roads: provincial roads
-  \* municipal roads



From the draft bill Heavy Goods Vehicle Charge, June 2019.



# Why this meeting?

- On the road to a reliable and user-friendly charging system
- Towards a successful route to outsourcing





Coffee break



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# Heavy Goods Vehicle Charge

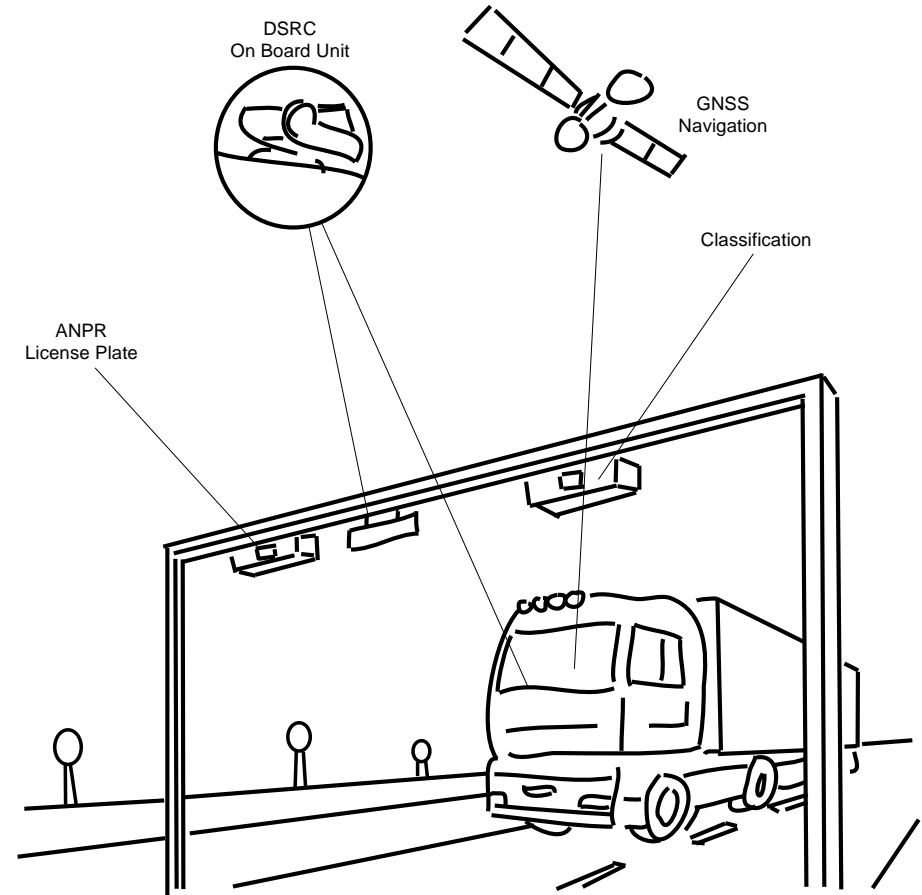
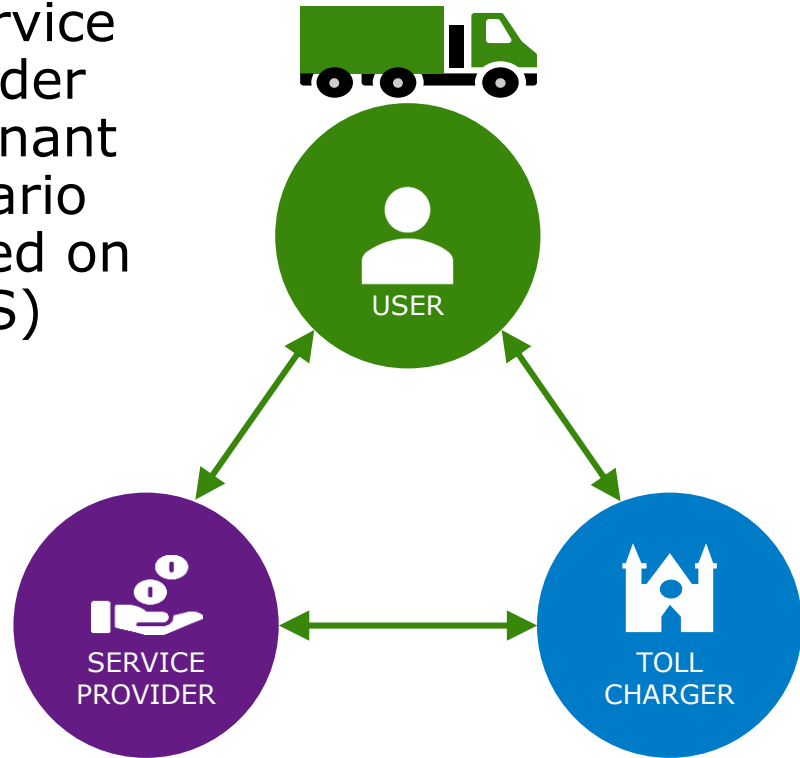
The architecture

Hans Oortwijn – Enterprise Architect



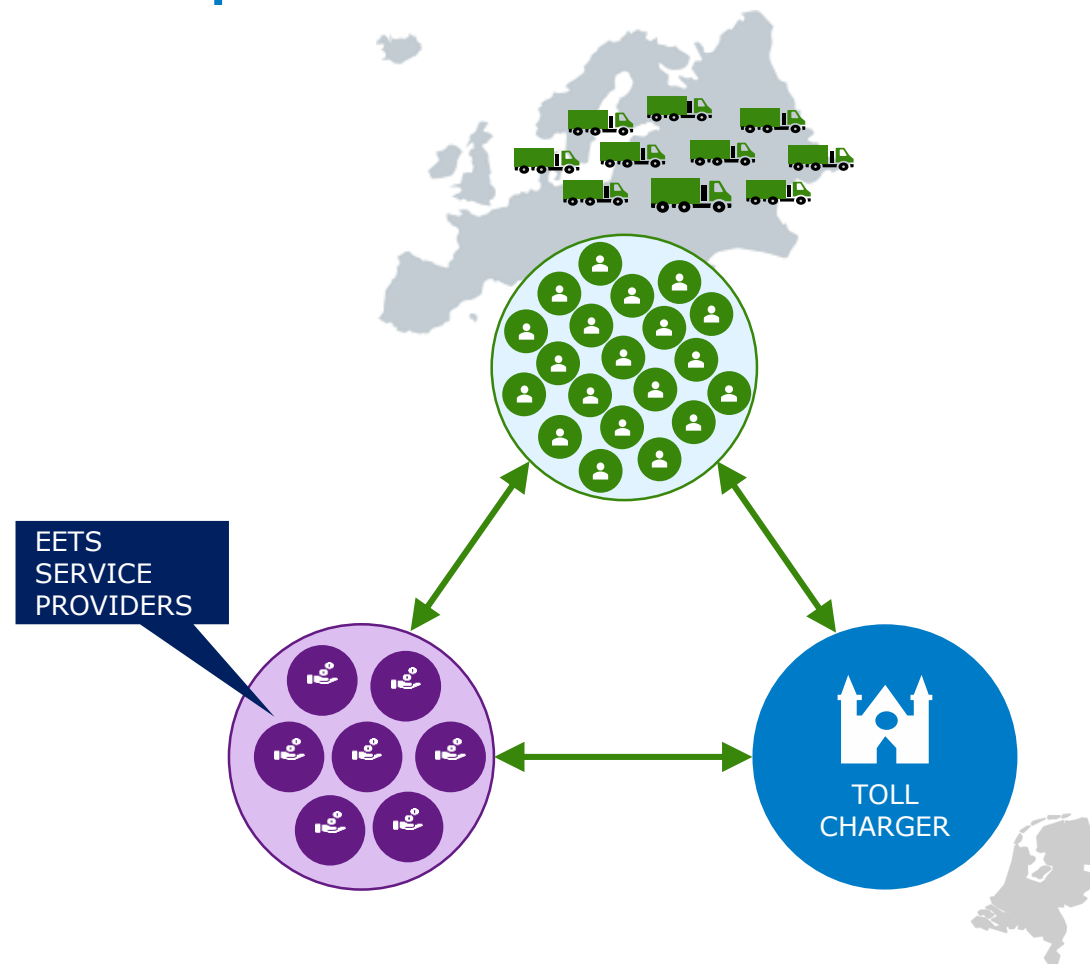
# The basics

A Service Provider dominant scenario (based on GNSS)



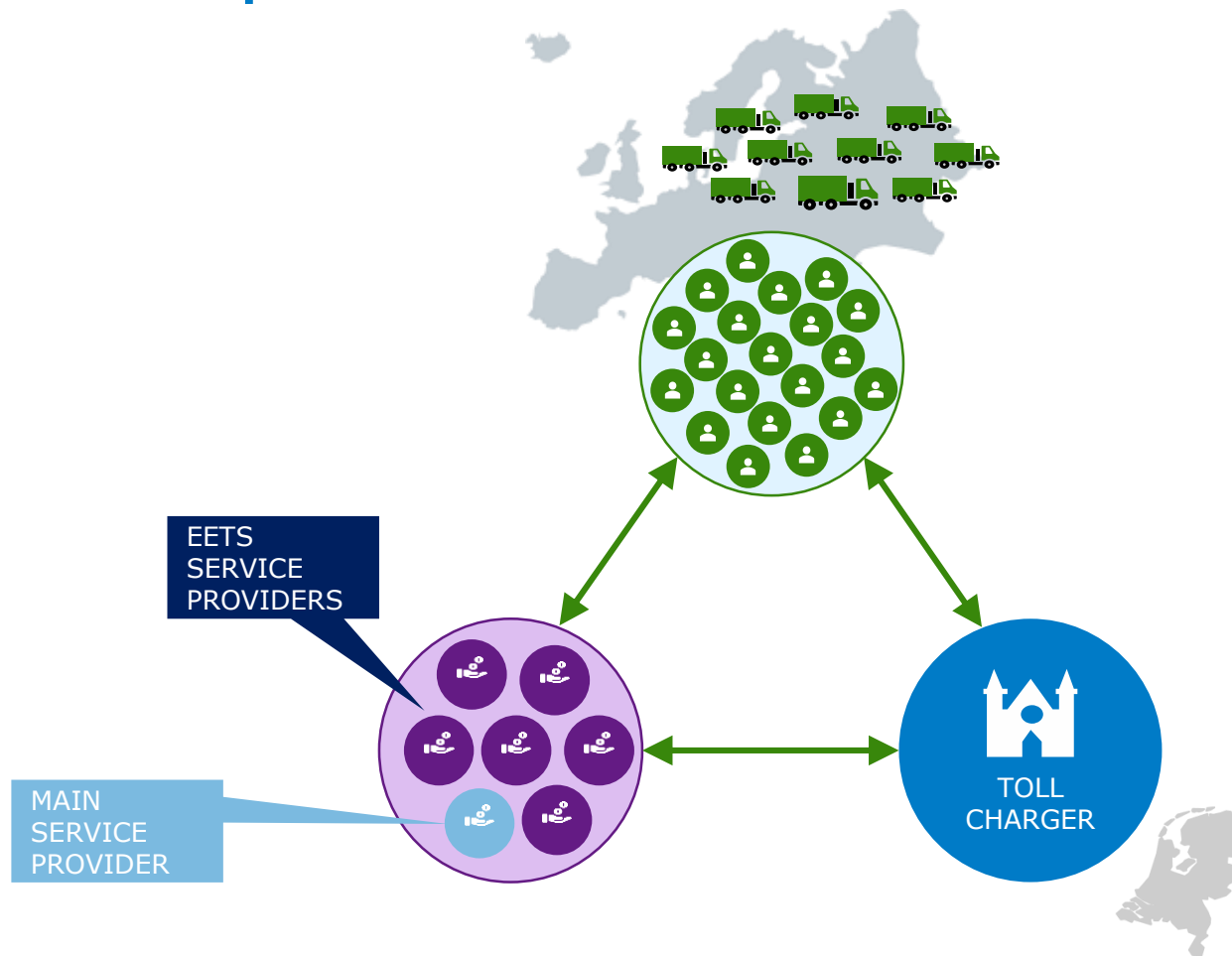


# The EETS concept





# Main service provider





# Heavy goods vehicle charge

# The architecture

## Registration & collection



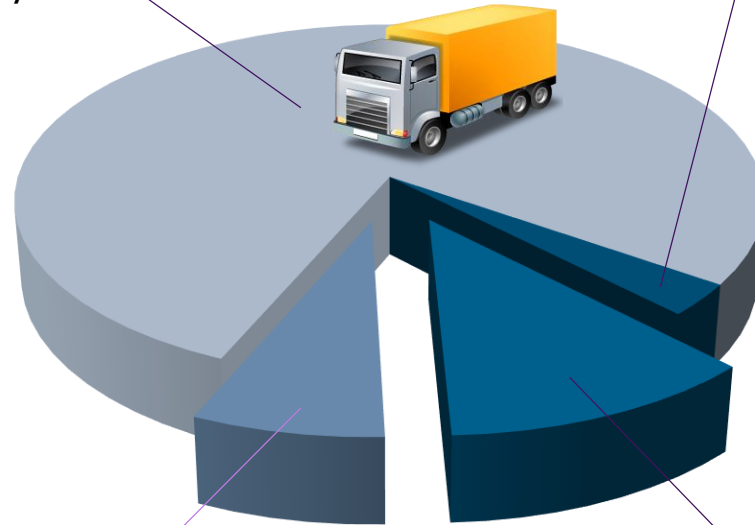
# Estimated numbers

**665.000**

Non-active foreign trucks / day (with OBU for the Netherlands)

**25.000**

Non-active dutch trucks / day (with OBU for the Netherlands)

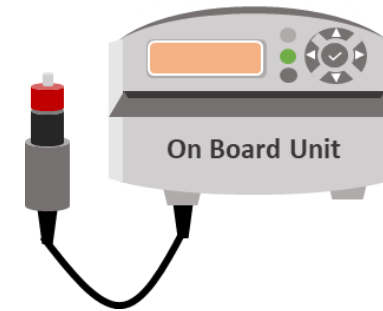


**60.000**

Active foreign trucks / day (with OBU for the Netherlands)

**100.000**

Active dutch trucks / day (with OBU for the Netherlands)

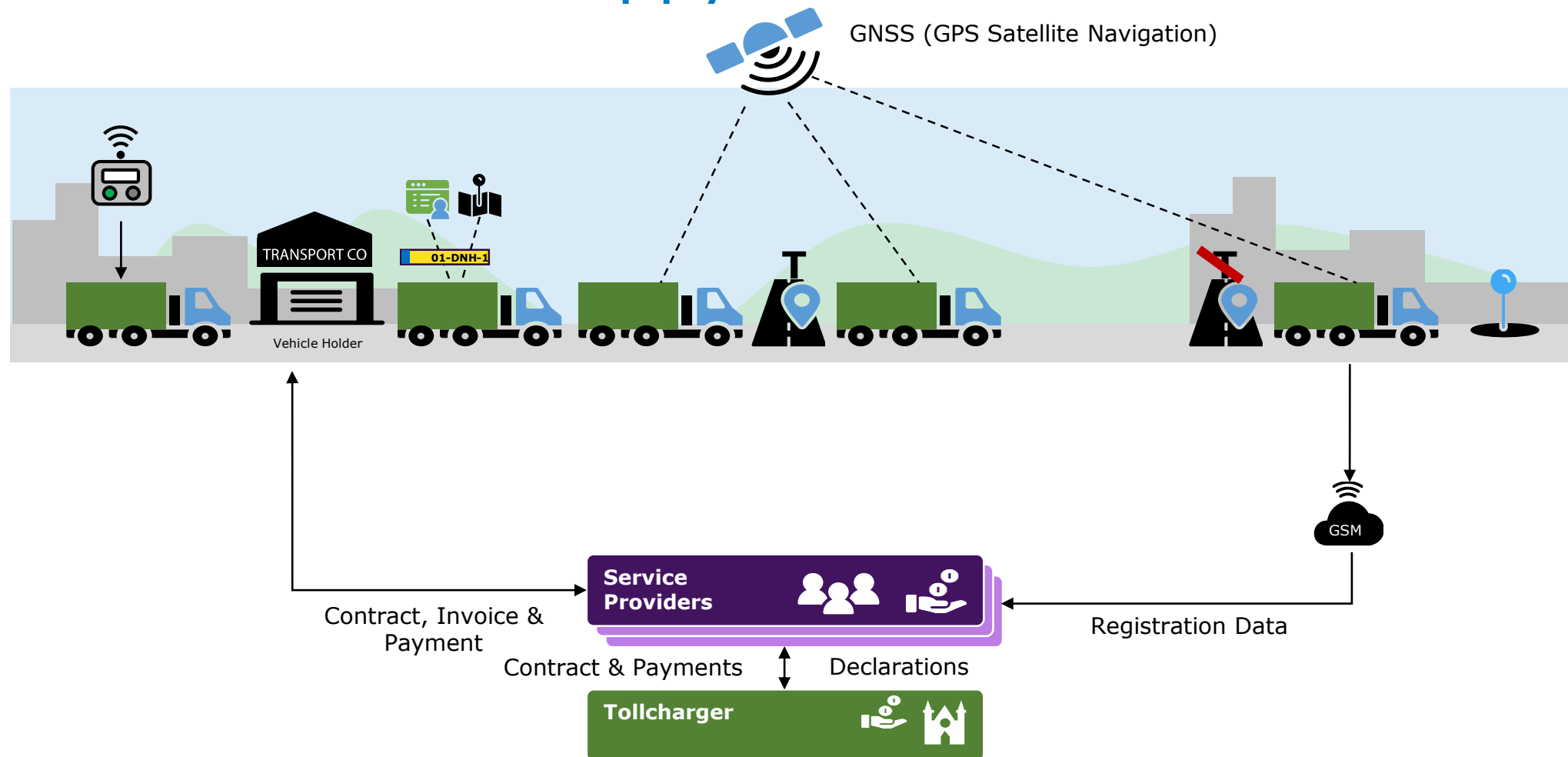


**850.000**

On Board Units In the Dutch EETS Domain

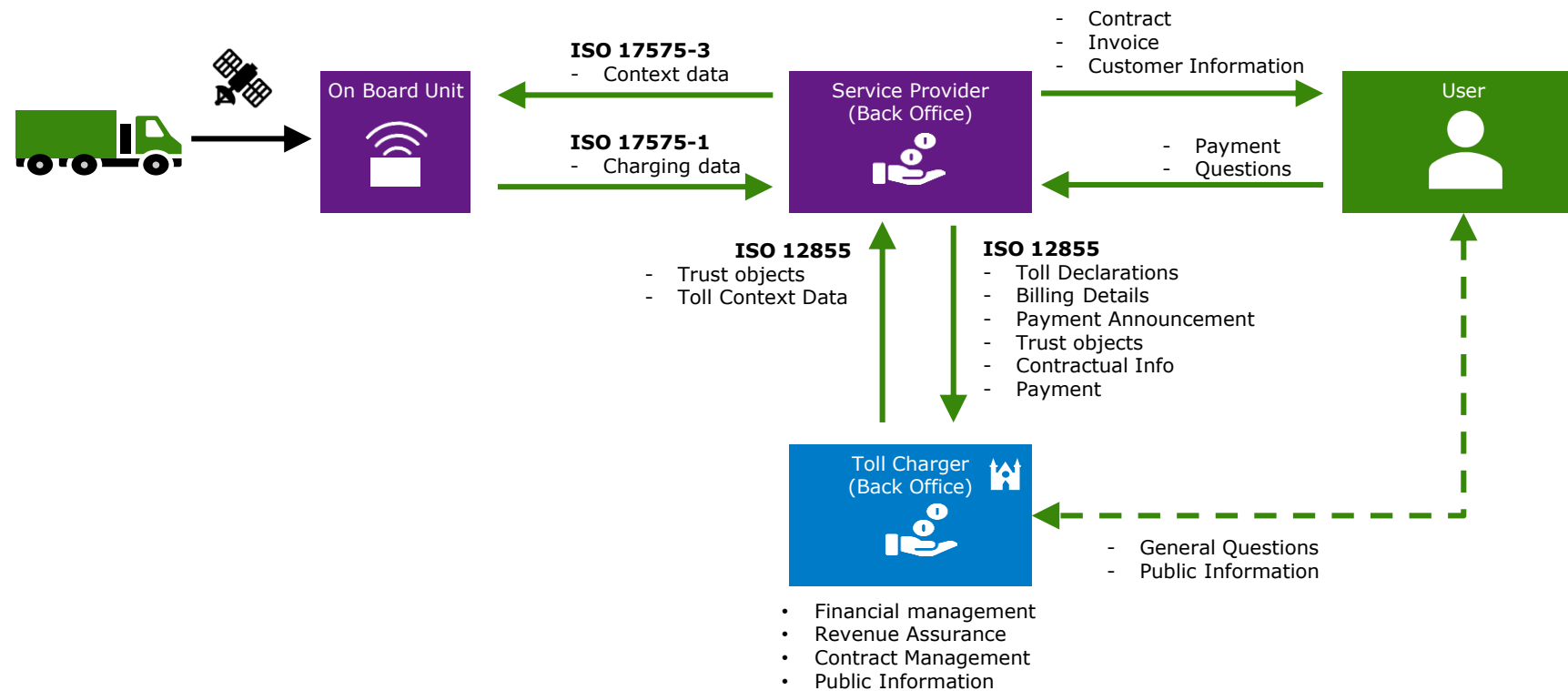


# Overall view – the happy flow





# Registration & Collection





# Heavy goods vehicle charge

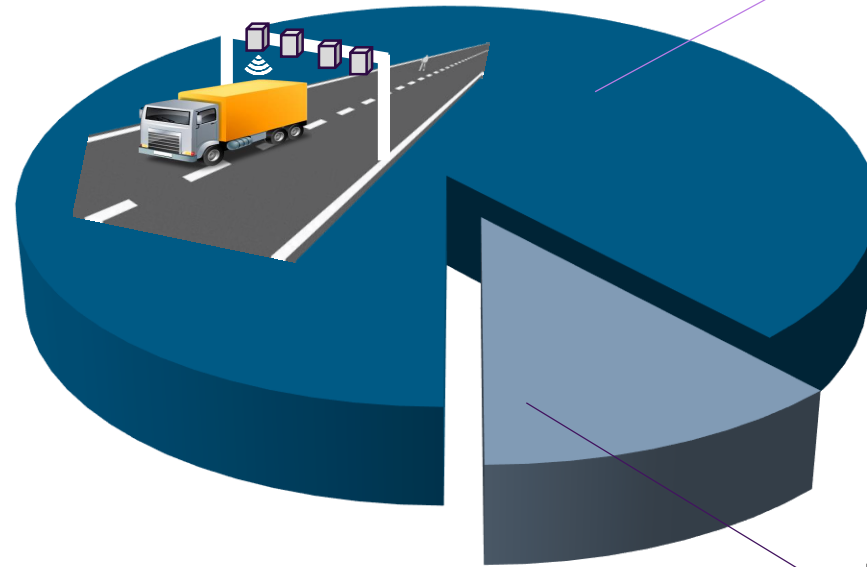
## The architecture

Supervision & enforcement



# Enforcement numbers

**180 million**  
Passages / Year

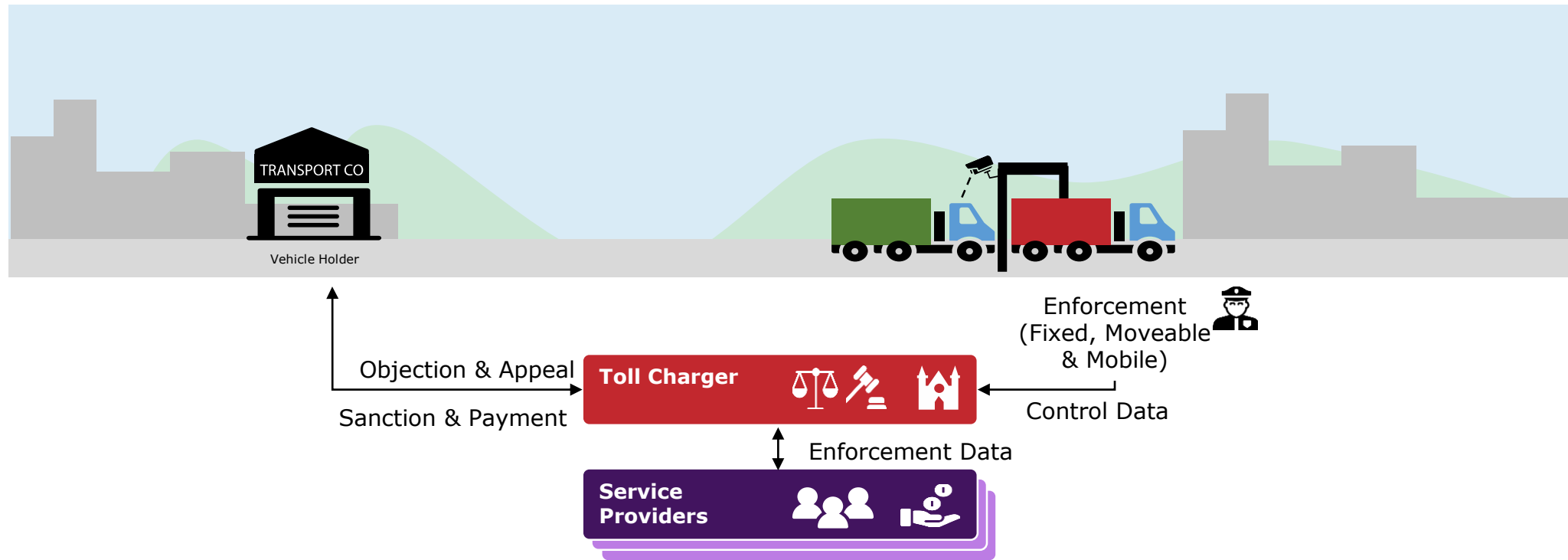


**520.000**  
Passages / Day through **62**  
fixed gantries

**70.000**  
Passages / Day through **30**  
moveable units

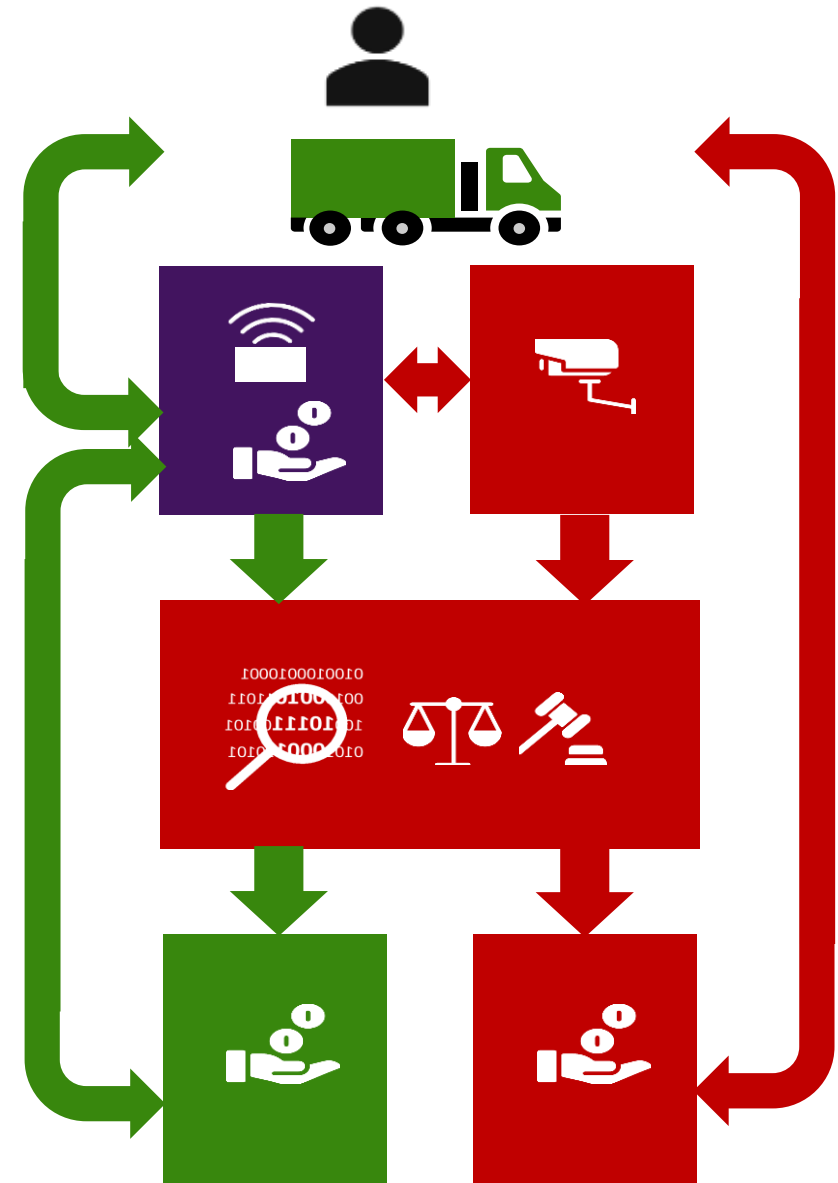
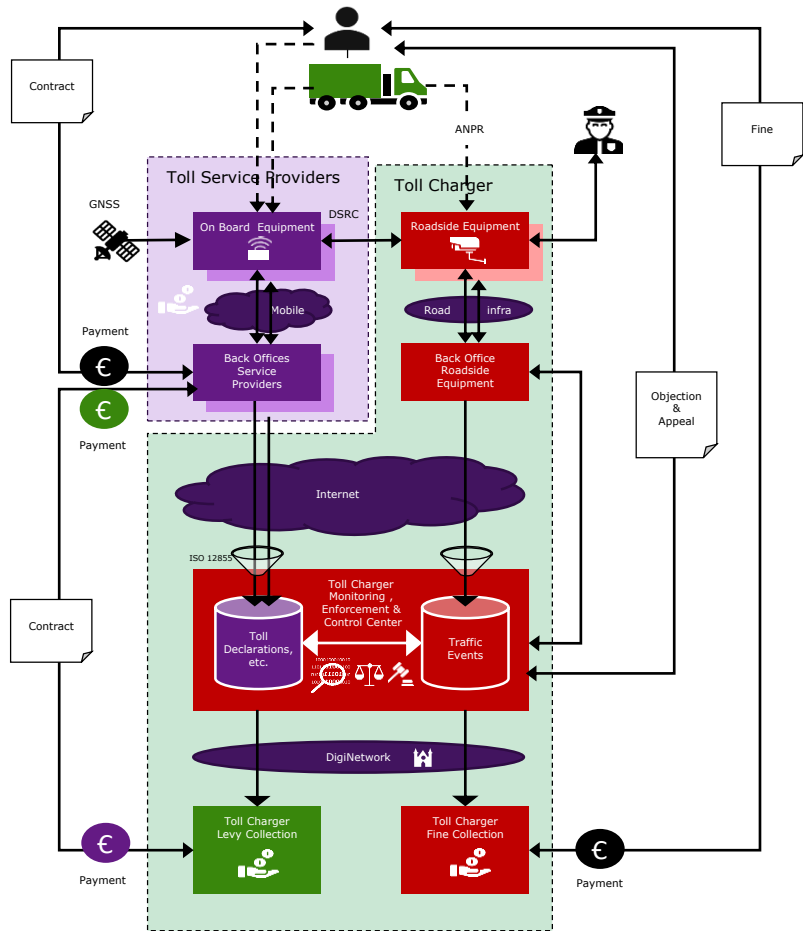


# Overall view – monitoring & enforcement



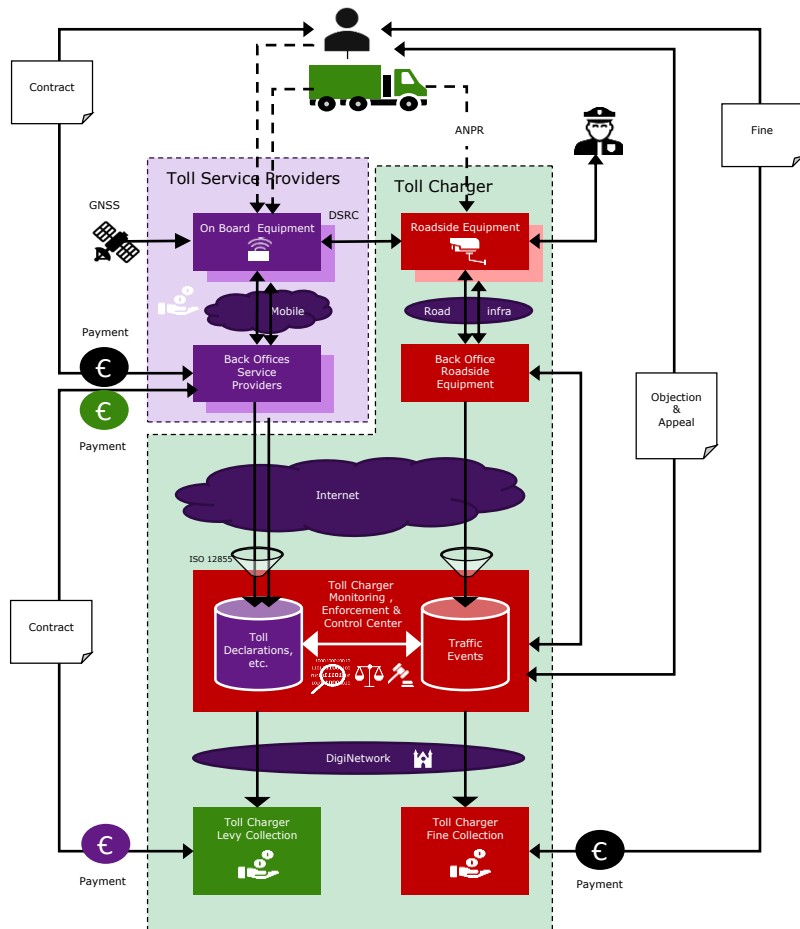


# Systems Architecture

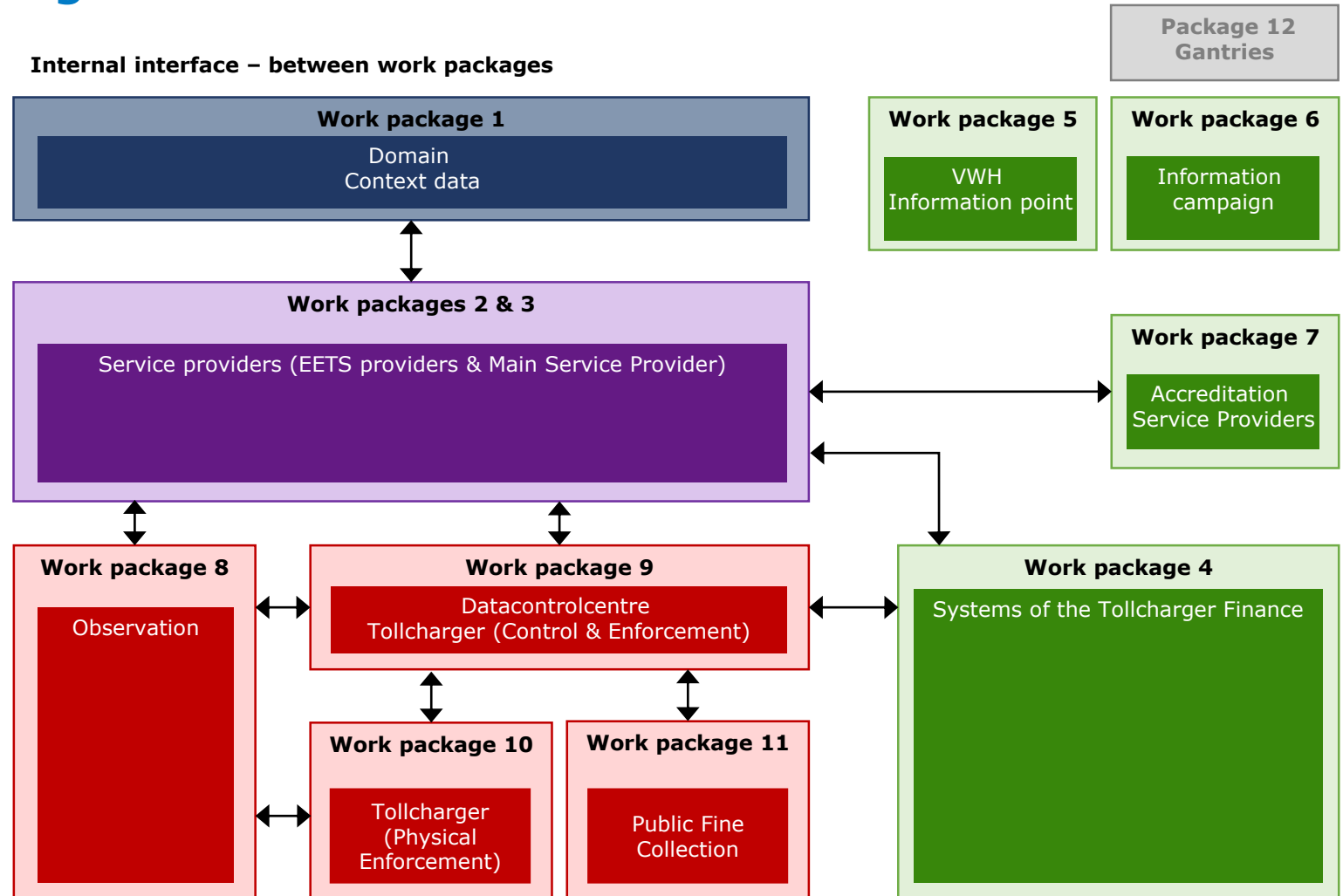


# Systems Architecture

## work & procurement packages



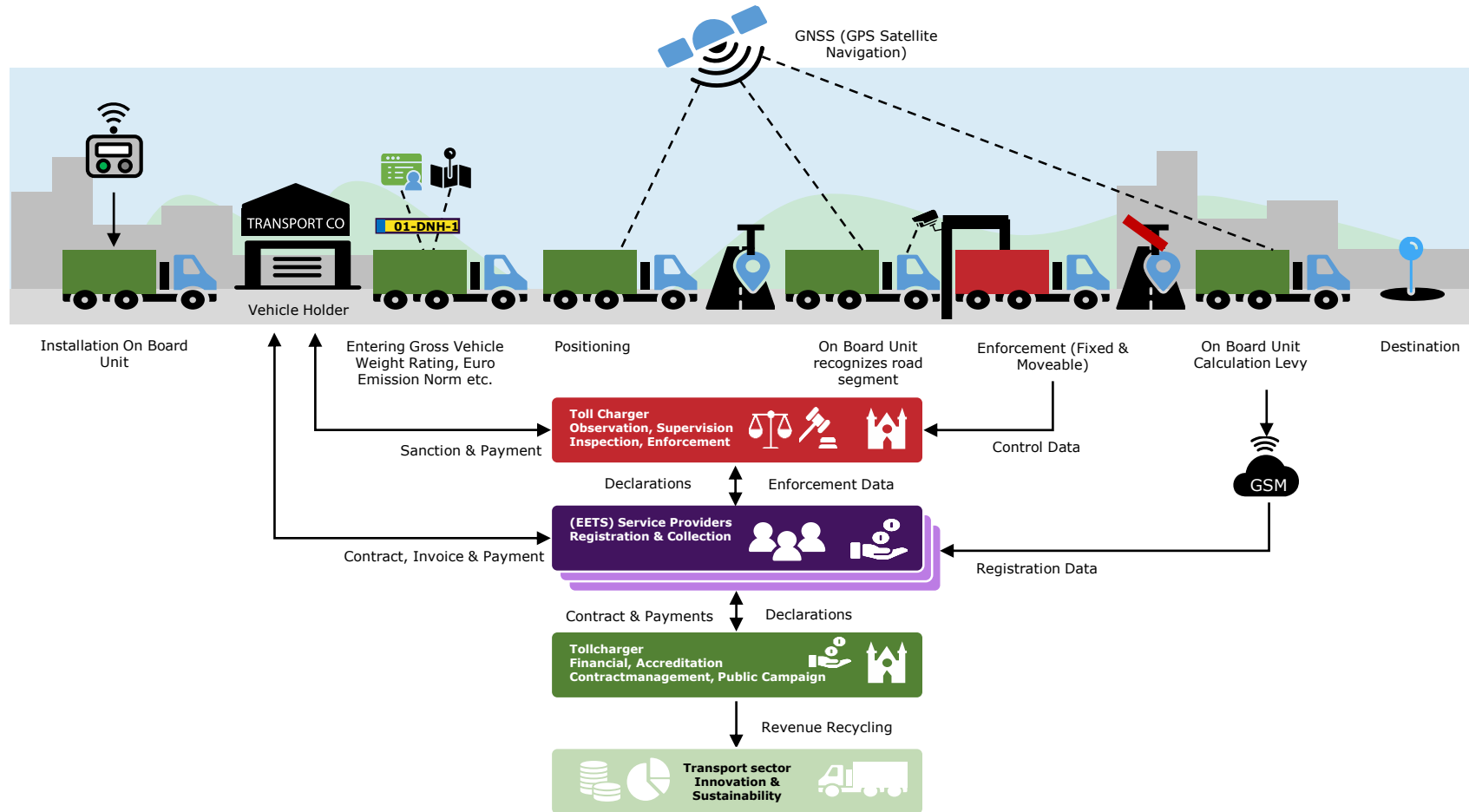
### Internal interface – between work packages







# Overall View





# Lunch break

Please hand in your questionnaires



# Questions & answers

Nikolai Jacobs, Manager Scheme  
Implementation





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# EETS & Work packages

Introduction to the tracks

Frédéric Koeman, Manager EETS involvement

Rody van Vulpen, Procurement Specialist



## Coalition agreement: on-board equipment

“Following surrounding countries, a road user charge for heavy goods vehicles (“Maut”) will be introduced as soon as possible. The registration and payment system will be the same as in neighbouring countries, so that no extra equipment is necessary (...)”





# Strategy

Facilitate EETS providers' access to the market

- Preferably simultaneously and as from go-live

Appoint a Main Service Provider

- Coverage of 100% of users by EETS providers at go-live is unrealistic





# Plenary EETS-track:

- Facts and figures about the Dutch market
- Some elementary principles underlying the EETS domain statement, with particular focus on the Dutch context
- The road towards go-live





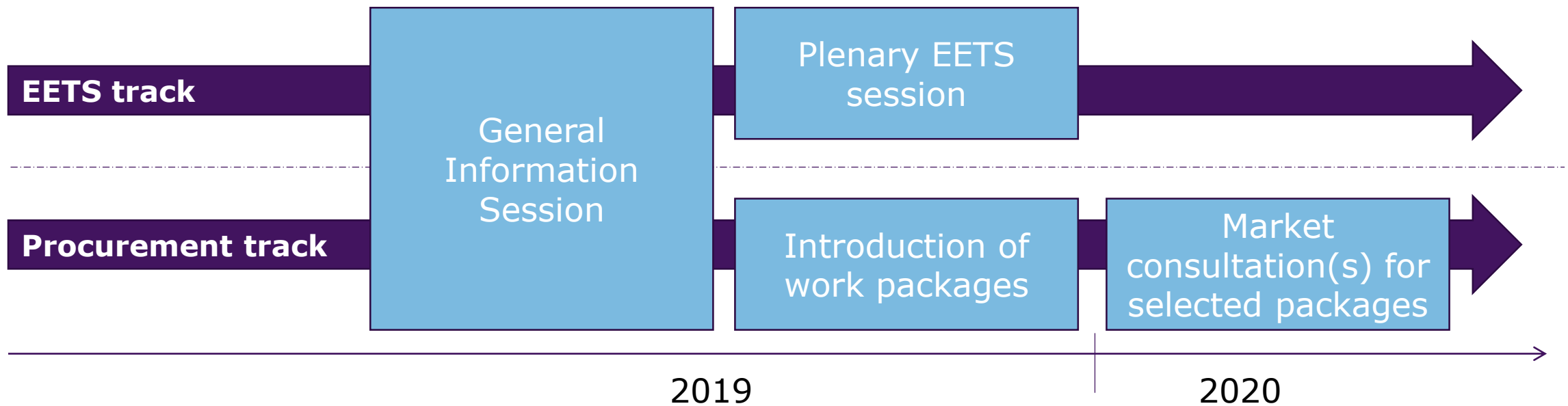
## And...Introduction to the work packages in the procurement track

- Products and services are procured from market parties so that market and government function optimally alongside each other
- Public domain, mostly enforcement tasks
- Both for EETS parties and other market parties, competition rules are complied with within the system
- Equal treatment of parties who, in principle, are suitable for carrying out the activities
- Reduce administrative burdens for participants as much as possible



# Planning

The contracting authority will be further specified, maybe RWS, DG Mobility, RDW, ILT





# Work packages

- Main Service Provider (Hoofddienstaanbieder)
- Observation (Waarneming)
- Systems of the Toll Charger (Systemen van de tolheffer)





# Choose your track

See you at the reception at 16.30 hrs