



## REPORT ON THE INFORMATIVE TALKS RELATING TO THE OBSERVATION WORK PACKAGE

**Dates:** 9 December 2020 - 14 January 2021

**Location:** Online meeting

**Note: These informative talks started before the resignation of the Rutte III government on 15 January 2021. The consequences of the current caretaker status of this government on the schedule for the implementation of the Heavy Goods Vehicle Charge Programme are being investigated and will be communicated to the market as soon as possible.**

### Agenda and topics discussed

During the period from 9 December 2020 to 21 January 2021 inclusive, informative talks were held with various market operators and other parties offering observation solutions for the toll sector. The agenda below served as a guide for all talks with all participants.

No rights may be derived from the present report, the discussions that took place or the presentation used. You can view the presentation used during the talks below this report.

During the same period, informative talks were also held with other market operators in relation to the Main Service Provider (MSP) work package and the EETS work package. Reports have been drawn up for these talks as well, which have also been published on the Heavy Goods Vehicle Charge website: [www.vrachtwagenheffing.nl](http://www.vrachtwagenheffing.nl).

#### The following topics are discussed during these talks:

1. Timeline and process for implementation of the Dutch Heavy Goods Vehicle Charge System
2. System architecture
3. Observation work package
4. Outline of the market operator's operational activities
5. Additional questions and answers

Representatives of the Heavy Goods Vehicle Charge Programme, referred to below as 'I&W' (acronym for the Dutch Ministry of 'Infrastructure & Water Management'), started the talks by referring to the informative sessions held previously during the information meeting in October 2019. The parties involved in the talks are referred to below as conversation partners.

The talks lasted for up to 90 minutes and the purpose was the same for all participants: to bring everyone up to speed on the current status of the implementation of the Heavy Goods Vehicle Charge in the Netherlands and to discuss any technological developments taking place.

### Timeline and process for implementation of the Dutch Heavy Goods Vehicle Charge System

I&W discussed the expected schedule for the implementation of the Dutch Heavy Goods Vehicle Charge System. They emphasised that it merely concerned a preliminary schedule. Whenever the schedule is changed in any way, the parties will be informed about this.

## System architecture

I&W's intention is to adhere to the EETS Directive which regulates system interoperability and the exchange of toll data between EU countries. I&W provided an explanation on the so-called EETS strategy for the Heavy Goods Vehicle Charge System in the Netherlands.

In the Heavy Goods Vehicle Charge System two types of toll service providers will be involved, which will operate in parallel and will each play their own role in the calculation and collection of toll fees. The two types of provider are as follows:

1. EETS providers: These are private parties which are active in the European Electronic Toll Service (EETS). These service providers will be admitted to the Heavy Goods Vehicle Charge System according to a so-called 'open house' model. Based on the EETS Directive it must be possible to pay toll fees in several different Member States by means of a single OBE device (on-board equipment). The objective is to have transport companies use the services of EETS providers as much as possible;
2. A main service provider (MSP): This is a private party selected by the toll charger via a tendering procedure. This main service provider will provide the same services as the EETS providers, but will have additional obligations, like a duty of acceptance requiring the MSP to accept all taxpayers as a customer on request.

I&W discussed the basic architecture of the Heavy Goods Vehicle Charge System. They emphasised that like in Belgium they intend to set up a GNSS-based service provider dominant scenario, meaning that the toll service providers will take care of vehicle recording, toll calculation, toll collection and transfer of the toll fees to the toll charger.

The toll charging process and the role of the toll service providers were explained in more detail. I&W clarified that the toll service providers will bear the risk of non-payment of the toll fee by a road user, since they will be tasked with transferring the toll fee owed to the toll charger, regardless of whether the toll fee has actually been successfully collected from their customer.

Enforcement will be taken care of by the toll charger using permanent roadside equipment, mobile roadside equipment and mobile teams of field operators. The observation data generated from this will be collected along with the data of the toll service providers and compared in a central control room operated by the toll charger.

## Observation work package

I&W provided an explanation on their current vision of the Observation work package. In this context they discussed the scope of the work package, which will consist of the collection of observation data and their provision to the toll charger without attaching any value judgement. The observation activities will comprise the following:

- Detection, classification and identification of vehicles and on-board equipment using permanent roadside equipment;
- Detection and identification of vehicles and on-board equipment using mobile roadside equipment;
- Sharing of data observed with the toll charger.

In addition, the intention is for the supply of test facilities for EETS providers and testing of the main service provider to also be part of the scope of the Observation work package. A portal with operational roadside equipment is needed for this. I&W explained that the main service provider must be tested first and that after that it must be possible to accredit several EETS providers at the same time. In parallel to this accreditation process, the realisation of the observation systems will also take place.

The supply of portals to which permanent roadside equipment can be linked will not be part of the scope of the Observation work package. Observation and enforcement by the roadside inspectors (field operators) will not belong to the scope of the Observation work package either.

## **Ministry of Infrastructure and Water Management**

### Heavy Goods Vehicle Charge program

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I&W explained that they have made a conscious decision to create a number of separate tenders (e.g. for the Main Service Provider and Observation work packages) and that certain exclusions may apply to prevent the submission of bids for multiple tenders.

I&W indicated that the duration of the contract between the toll charger and the observation contractor will depend on the lifetime of the equipment. At the moment, a period of 7 years is assumed, with a possibility of extension. The 7-year period is based on an estimation of the average economic lifetime of the roadside equipment.

Several market operators have indicated that the economic lifetime – depending on the equipment used – is sometimes more than 7 years. Examples of 10 to 12-year contracts are not unusual.

I&W referred to the figures already published on the website ([www.vrachtwagenheffing.nl](http://www.vrachtwagenheffing.nl)). They indicated in this context that observation can be conducted both in the main road network and in the underlying road network.

### **[Optional] Outline of the market operator's operational activities**

The participating market operators were offered the opportunity to further explain their operational activities.

### **Additional questions and answers**

Some conversation partners asked whether any alternatives to DSRC (dedicated short-range communications) had been considered for observation, because they do see alternatives for the future. I&W indicated that European legislation requires the use of DSRC.

Some participating market operators asked whether a separate call for tenders may be issued for an application or handheld device with which roadside inspectors (field operators) can subscribe to a list of alerts from roadside equipment, or whether I&W see this as being part of a single integrated task. I&W indicated that the provision of data to the toll charger and the provision of data to the roadside inspector will be based on the same information. Therefore, I&W are currently investigating how these information services can best be integrated. This application or handheld device may become part of the scope of the Observation work package to be commissioned, but it may also be commissioned separately, or it may be developed by the toll charger itself. A decision has yet to be made about this.



Ministry of Infrastructure  
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# Heavy goods vehicle charge (HGVC) in the Netherlands

## Work package Observation



# Code of conduct

- › Participation 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, and discuss items to explore possibilities.
- › If decision-making is not yet clear or final, no anticipation is made except for exploration purposes.
- › Questions are answered as much as possible during the meeting, but you can also come back to them later in writing.
- › Orally provided information (by IenW-team members) has no status.



# In this meeting: inform and explore

## 1. Objectives

- Sharing information based upon market interaction day 2019; same knowledge base
- Better understanding of market; needs, concerns, techniques, developments

## 2. Exploration: possible interest of market in the RUC HGV scheme, with a focus on observation

## 3. Q&A's: understanding mutual goals and interests



# Agenda

1. An explanation by the Ministry regarding the technical characteristics, the process and timelines of the HGVC scheme
2. A presentation of your business activities, where possible in relation to electronic toll collection
3. Q&A
  - Questions from the Ministry about the company vision / ambitions with regard to the Dutch HGVC, the role of observation and other relevant matters;
  - Questions from the company's perspective concerning the items above.



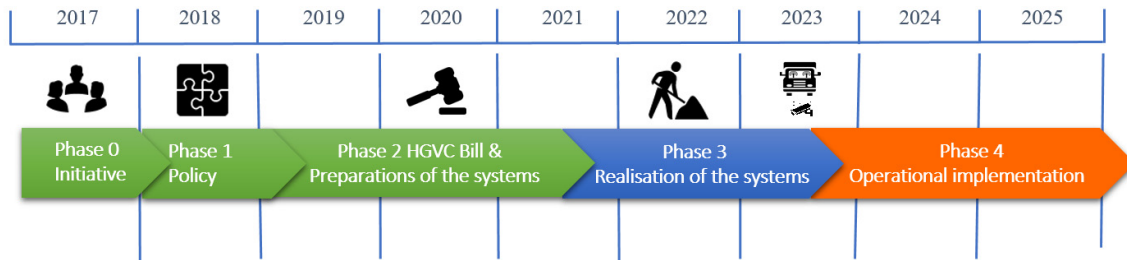
# Why this meeting?

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





# Phases and provisional planning



## > Political

- Advice council of state – end '20
- Law: aim to pass parliament – feb '21
- National Elections: March '21

## > Governance

- Decision Q1 2021: more information shared after that

## > Market

- Consultation: first half 2021 - workpackages Accrediation, MSP & Observation
- Start tender Observation: Q2 2022

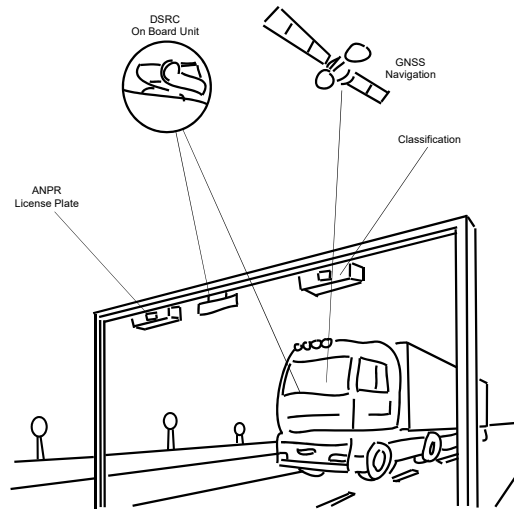
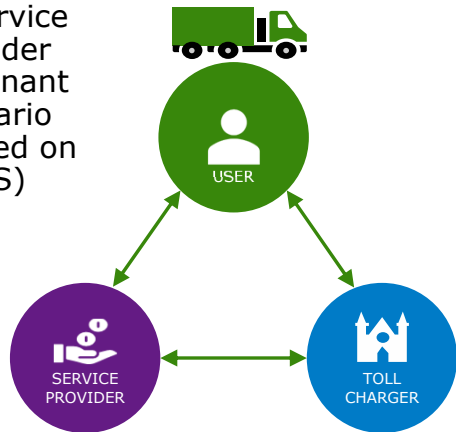
## > TDS & EETS

- TDS published: Q4 2023
- Start EETS-accreditation: Q1 2024



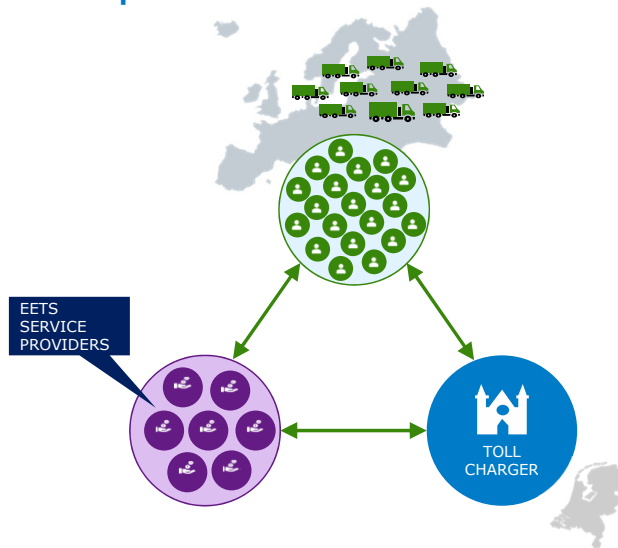
# The basics

A Service Provider dominant scenario (based on GNSS)



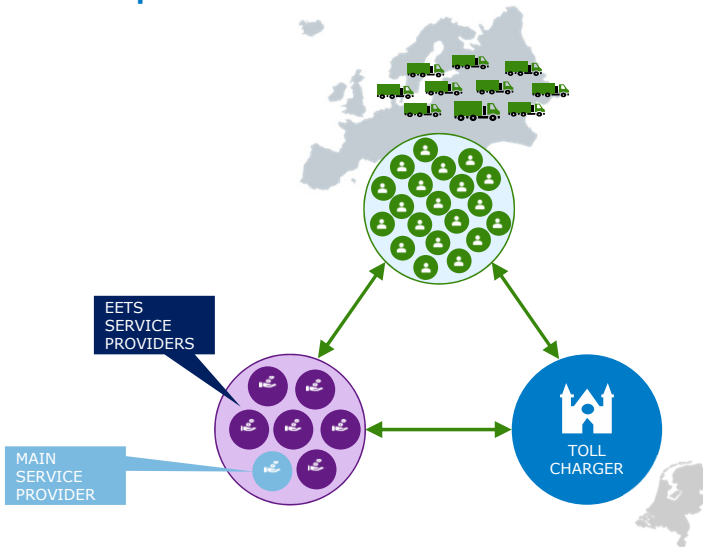


# The EETS concept





# Main service provider





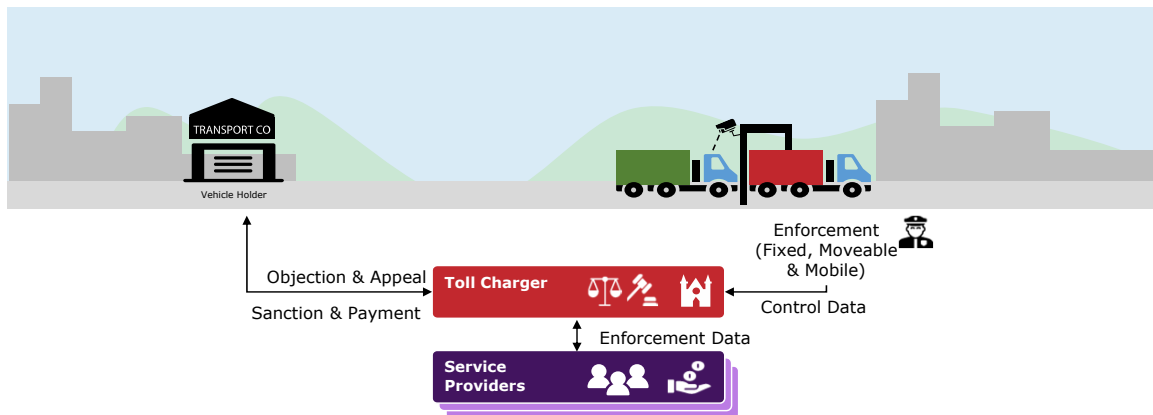
# Heavy goods vehicle charge

## The architecture

Supervision & enforcement

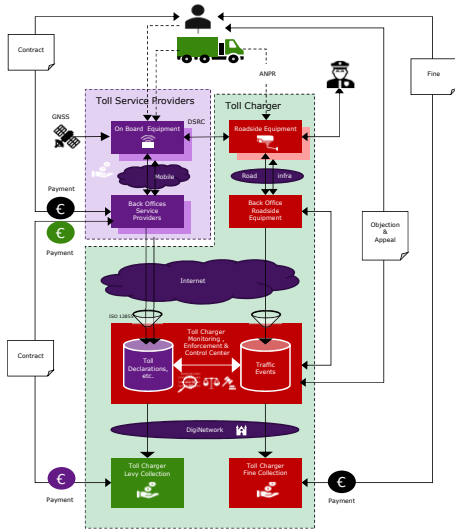


# Overall view – monitoring & enforcement

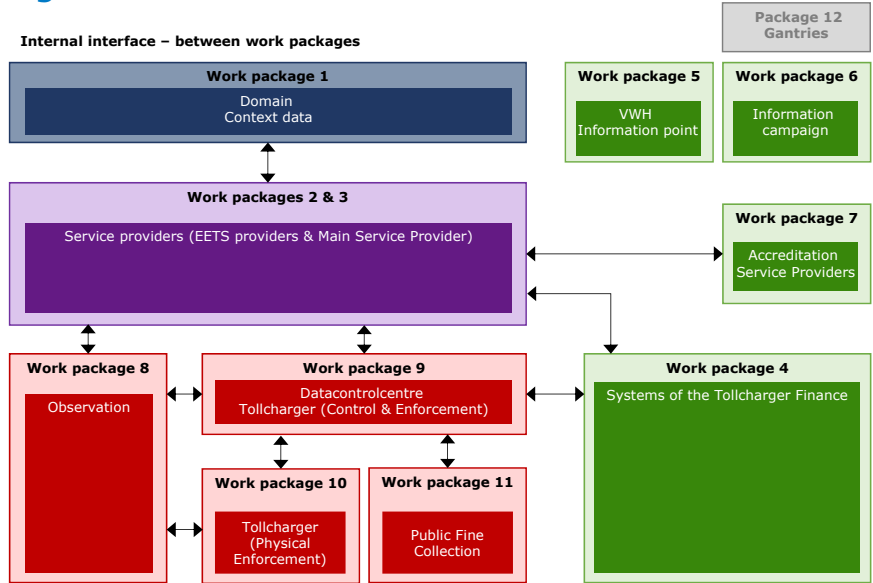


# Systems Architecture

## work & procurement packages



### Internal interface – between work packages





## Observation Scope

- In essence we are considering the scope of the Observation Contractor is the delivery of data to the Toll Charger, to be evaluated by means of performance-based contract management.
- Requirements are being developed on (amongst others) equipment. Standards for working alongside highway infrastructure will be given as preconditions.
- Intention is that the Observation Contractor shall provide part of the test facilities for the EETS Providers and the Main Service Provider (MSP)



# Observation

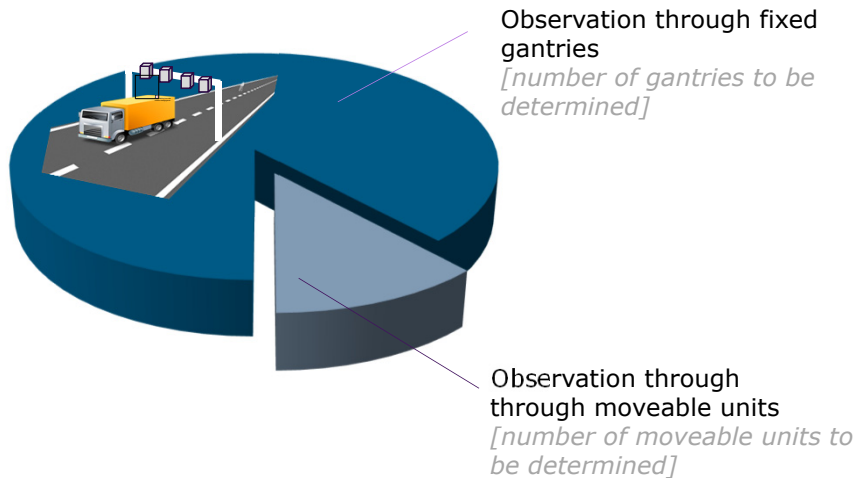
## Areas of discussion for observation contract

### Areas of discussion for observation contract

- We are considering whether the perception of enforcement - the usefulness of being visible to the road user – should also be part of the assignment
- Flexibility in the contract, proposals for improvement at the initiative of the contractor
- Flexibility in the contract, execution of operational processes at the initiative of the contractor (e.g. maintenance and relocation of moveable units)
- Possibility to read out smart tachographs via the same technical interface
- Possibility to operate without gantries and/or to use existing gantries

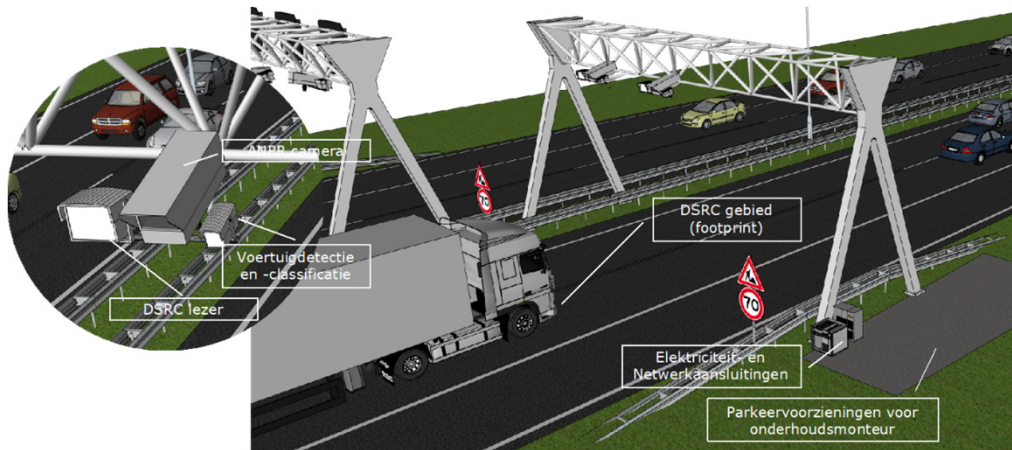


# Enforcement numbers



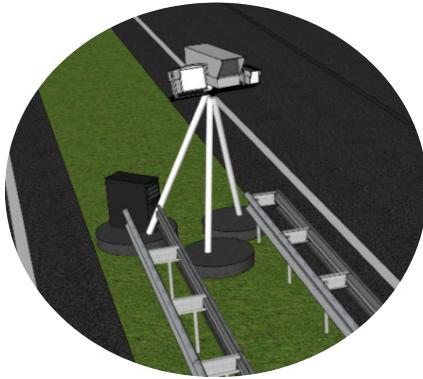


# Sketch of a fixed observation site





# Sketch of a moveable observation site





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# Questions & Answers





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Thank you