



Introduction of Heavy Goods Vehicle Charge

On the road to a competitive and sustainable transport sector

Published September 2019

In accordance with the government agreement, the Cabinet wants to introduce a heavy goods vehicle charge as soon as possible. Following the example of our neighbouring countries, Dutch and foreign HGVs will then pay for use of the road. The net revenues from the heavy goods vehicle charge will be channelled back into the transport sector. In consultation with the sector, we will use this “revenue recycling” for innovation and for making the sector more sustainable. It is important to set up a reliable, cost-efficient, flexible, user-friendly and supported charging system to ensure there is a competitive and future-proof transport sector. This document explains what is needed in order to roll out the heavy goods vehicle charge.

1. Laws and regulations

Firstly, new legislation is required to introduce the heavy goods vehicle charge. To this end, the government has consulted with the transport sector, road authorities and organisations dedicated to road safety and the environment on such matters as the tariffs, road network and vehicles. To make it possible to pay for road usage per kilometre driven, the system will change from a fixed tax to a variable charge. Therefore, the motor vehicle tax for heavy goods vehicles is being reduced and the Eurovignette will be discontinued. It means that hauliers will pay more than they currently do for using the road. The rule of thumb is: the cleaner and lighter the vehicle, the lower the charge.

In preparation for the new law, an Internet consultation took place to enable citizens, companies and civil society organisations to view the bill and to make known any ideas they had about it. After

adoption by the Cabinet, the advice of the Council of State will be requested. Research and studies were conducted into the effects, the system and its funding. The bill is expected to be submitted to the House of Representatives in mid-2020. The heavy goods vehicle charge is scheduled to be introduced in 2023.

2. System, technology and implementation

An on-board unit will be used for the heavy goods vehicle charge. The units will be supplied by toll service providers. During the journey, the unit will maintain a connection with the satellite system and monitor out how many kilometres the vehicle has driven on chargeable roads. This information will be processed by a toll service provider. On that basis, the toll service provider will send an invoice to the owner of the heavy goods vehicle. The toll service provider will then remit the charges to the government. The government will keep a watch on Dutch and foreign heavy goods vehicles by means of cameras and real-time supervision. Anybody who fails to observe the rules will be fined. The driver's privacy will be protected by the security of the on-board unit. The Dutch government wants to make the fullest possible use of systems and technologies that already work elsewhere. This will make it possible to charge tolls in multiple countries with the same on-board unit supplied by the toll service provider. The heavy goods vehicle charge is new in the Netherlands. This requires good preparation by all the parties involved.



The charge in a nutshell

In 2023, heavy goods vehicles and tractor units with trailers with a permissible maximum weight of 3,500 kg or more will pay for the number of kilometres driven and recorded on chargeable roads.

Exceptions: vehicles of the armed forces, police and fire brigade, waste collection trucks and heavy goods vehicles with a dealer's licence plate.

Tariffs: around €0.15 per kilometre on average. Depending on the weight and euro class of the HGV: the lighter and cleaner the vehicle, the lower the charge.

Road network: see opposite. The charge will be payable on almost all motorways and also on regional and municipal roads where diversion is likely to occur due to the motorway charges.

System: the charge requires on-board equipment and a contract with a toll service provider who will invoice the vehicle owner. The on-board equipment will record the kilometres driven. Hauliers that do not comply with the rules will be fined.

3. Innovation and sustainability

The net revenue of the heavy goods vehicle charge is the income after deduction of all costs. These are the system costs, compensation for motor vehicle tax reduction for HGVs and compensation for loss of income from the Eurovignette and fuel duty. These net revenues, also called "recycled revenues", will flow back into the transport sector in the form of investments in innovation and sustainability. In consultation with the transport sector, options are being explored that will promote both sustainability and innovation. This is being done by such means as stimulating non-fossil driving (e.g. a subsidy scheme for electric HGVs) and optimising the logistics chain through measures like the construction of logistics transfer points and data sharing. An important condition is for the solutions to benefit the chargeable transport sector. From 2023 onwards, we will review the multi-year revenue recycling programme every five years together with the sector. This programme will make the spending on sustainability and innovation transparent and concrete for a period of five years. In this way, we will together contribute to a competitive and sustainable Dutch transport sector.

4. Phased approach

Careful introduction of the heavy goods vehicle charge will take at least five years. The Heavy Goods Vehicle Charge programme is working simultaneously on laws and regulations, system development, revenue recycling and physical implementation. The [Heavy Goods Vehicle Charge Policy Framework](#) was delivered at year-end 2018. The next phase began early 2019 with the drafting of the bill, the further preparation of the charging system and the shaping of the agenda for revenue recycling. This will be followed by the creation of the charging system and the contracting of the toll service providers. We aim to have the heavy goods vehicle charge up and running in 2023. At that time, we will also start implementing the measures for a sustainable and innovative transport sector.

More information:

www.vrachtwagenheffing.nl

This document is published by

Ministry of Infrastructure and Water Management

P.O. Box 20901 | NL-2500 EX Den Haag

www.rijksoverheid.nl/ienw

September 2019