



Ministry of Infrastructure
and Water Management

The heavy goods vehicle charge

Towards a reliable and user-friendly charging system

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In accordance with the Coalition Agreement, the Dutch Cabinet wants to introduce a heavy goods vehicle charge (HGVC) as soon as possible. Following the example of our neighbouring countries, a charge for the use made of the road will then be payable by Dutch and foreign HGVs. The net income obtained from the HGV charge will be channelled back into the transport sector. In consultation with the sector, we will use “revenue recycling” – or the redistribution of the charge revenues - for innovation and making the sector more sustainable. It is important to set up swiftly a reliable, cost-efficient, flexible, user-friendly and supported charging system to ensure that we have a competitive and future-proof transport sector. This document explains how tasks will be allocated and how the system will work.

Cooperation with market in line with EU rules

The Dutch system will be based on European directives and standards that we will tailor to fit the Dutch situation and regulations. As in Belgium and other European countries, we have decided to collect the heavy goods vehicle charge in cooperation with market players. We will use proven technologies. In line with the countries around us toll service providers will be responsible for collecting the charges and remitting them to the government. We are going to outsource tasks and products in the fields of public information, supervision and enforcement to market players under public procurement contracts.

Role of the government

The Minister of Infrastructure and Water Management holds responsibility for the HGV charge. The Minister will determine the chargeable road network and set the tariffs. The Minister will further receive the charges and agree arrangements with road authorities and public sector organisations that will facilitate implementation of the charge. The government organisations involved are Rijkswaterstaat (Directorate-General for Public Works and Water Management), the Netherlands Vehicle Authority (RDW), the Central Judicial Collection Agency (CJIB) and the Human Environment and Transport Inspectorate (ILT). The government will further entrust to market players tasks concerning the charging and enforcement systems.

How the system will work

At the time of introduction of the HGV charge, every user must be able to avail of the necessary on-board equipment. By setting up the recording and payment system in analogy with the systems used in our neighbouring countries, it will be possible to use existing on-board equipment, provided that the toll service provider is allowed in the Netherlands.

The on-board equipment in the HGV will connect to the GNSS (Global Navigation Satellite System), determine the vehicle's position and communicate it to the toll service provider by means of mobile communication. Based on the rules for the toll domain, the toll service provider will calculate the tolls payable for the distance driven. The toll service provider will collect the charges periodically by sending an invoice to the licence plate holder and will remit the amounts received to the government. The privacy

of the HGV driver will be guaranteed. The on-board equipment will process only data about the vehicle's location and time and no data about the driver.

A digital enforcement system of the government will check whether vehicles possess the correct on-board equipment, are complying with the rules and are not engaging in fraudulent practices. If checks reveal that a user is breaking the rules, a fine will be imposed. If the fine cannot be collected, physical enforcement will follow. This may include detaining a vehicle.

Toll service providers

The charges will be collected by toll service providers that have concluded a contract with individual vehicle owners. Two types of toll service providers are provided for in the system: EETS providers and a main service provider

EETS providers

EETS providers will be bound by an admittance model. Only registered EETS providers accredited in the Netherlands will be allowed to offer their services here in return for a reimbursement model agreed beforehand.

The EETS providers will supply on-board equipment, record the kilometres driven, invoice and collect toll charges, provide customer service and remit payments (to the government on behalf of the toll payer). Through these providers, vehicle owners will be able to pay tolls in multiple European countries under a single contract and with a single on-board unit. The EETS providers will be able to compete on quality and to offer multiple services, allowing users to purchase bundled services. This will give users the freedom to choose which provider they want to use in order to pay the charges.

Our aim is to ensure that at the go-live as many EETS providers as possible have been accredited and that users have a choice of several providers. For this reason the EETS providers will be involved at an early stage in the development of the system in a continuous dialogue. Substantive preconditions and rules will be agreed by the parties.

Main Service Provider

Users who are required to pay the charge but are unwilling or unable to conclude a contract with an EETS provider may use the Main Service Provider (MSP). In addition to the same services as an EETS provider, the MSP will provide additional services such as the issue of on-board equipment at the border. The toll charger will outsource the role of MSP to the private sector through a tendering process. This approach will assure that every future user is able to meet his obligations. In order to ensure the greatest possible competition between EETS providers, users will be unable to use the MSP's on-board units on a cross-border basis.

Information

Introduction of the HGV charge requires thorough preparation. National and international stakeholders and future payers will be made ready for introduction of the charge by such means as a communication campaign. There will also be a general information desk and roadside billboards. Organisations in the transport sector

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: 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.

will support the government in providing information to users about how the system operates. The overarching objective is to ensure the smooth introduction of the system.

Phased approach

Careful introduction of the HGV charge will take at least five years. The HGV charge programme will tackle this in phases and, at the same time, work on laws and regulations, system development, revenue recycling and implementation. The HGV Charge Policy Framework was delivered at year-end 2018. At the start of 2019, the current phase got underway with the drafting of the Bill, the further preparation of the charging system and the shaping of the agenda for revenue recycling. The start of creation of the charging system will follow in the next phase, together with the contracting of the service providers. Before the go-live, a supply chain test will be conducted with all systems and facilities in which the service providers and future payers will also be involved. We envisage letting the HGV charge take effect in 2023. At that time, we will also start implementing the measures for a sustainable and innovative transport sector.

More information:

www.vrachtwagenheffing.nl

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