RDW

Market Consultation

MSP - Logistical concept break-out

February 15, 2023

Logistics concept

1. Logistics concept
   a. Starting points
   b. Planning and possible solutions

2. Points of Sale and e-tickets

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1. Starting points: starting volume

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Starting points

- The HGVC is a tax
- Every user can become a client (MSP must accept all)
- So: The MSP needs to have sufficient OBE available to service every customer who applies for the scheme to go live in 2026
  - *TC will provide MSP with # of trucks to be serviced*
- Too many OBE which are not used is costly and not sustainable
- However: a certain amount *to start with* is needed, and enough for full coverage

Our baseline assumption: MSP must be able te service 60% of the trucks (maximum) from the start of the scheme onwards, which means: 510.000 trucks to be serviced + buffer = **630.000 trucks**

The challenge and our questions to you

Production and delivery time of OBE?

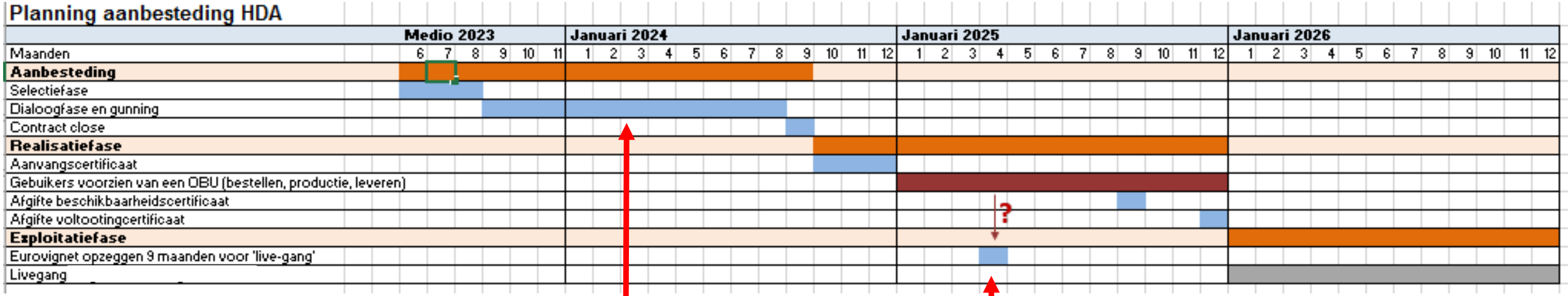
- To what extent can the MSP ensure that it will be able to service 630.000 trucks in order to go live on 1/1/2026? And what would this take?

- RDW wants to have sufficient comfort that the MSP will be ready on time to end the EV.
  - A condition could be that the MSP has to demonstrate that the amount of OBE which are needed for 50% (#315.000) of the target amount of trucks, are available for use on 1/4/25.

  → To what extent can this be ensured?

  - *Next slide: possible solutions and your feedback*

Planning aanbesteding HDA



Proof of compliance of the OBUs as part of competitive dialogue to gain time. Order immediately after award.

Comply with:

- 12813 - DSRC (comm with our RSE)
- GNSS requirements

End EV

Go live

Specs functionally required and aligned with BE/DE

2. Points of Sale (PoS) & E-tickets

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Baseline: Points of Sale

- Possible amendment of the Act to introduce *e-tickets for defective OBE*
  - E-ticket: webbased and non-GNSS, possibly valid 24h, like in Germany
- But: amendment may not be realized or in force before Q4 2025
- Therefore: PoS for defective OBE are required and tickets will possibly be *an option in the contract*

→ Important: PoS will be functionally specified → as efficient and user friendly as possible

PoS at the borders

- PoS at the borders are meant for users who do not have a contract with MSP or EETS when entering NL

- There need to be PoS at the borders in all cases, regardless of amended Act introducing e-tickets

  - In case of tickets: propably less then 20 PoS (at the borders) are needed
  - In case of no tickets: border-PoS will be part of the network of PoS and therefore every PoS must be reachable within 30 minutes drive, which may add up to 50 PoS

Your insights are needed….

- *What could your timeline for realisation of smart PoS look like and what could effect this?*

- *What could your timeline for realisation of an e-ticketing system look like and what could effect this?*

Thank you!

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