

Notes Information Meeting Heavy Goods Vehicle Charge – Individual EETS meetings

Ministry of Infrastructure and Water Management

On 15 and 16 October, 7 November 2019, 27 November 2019 and 5 December 2019, individual EETS meetings were held with EETS providers and their “resellers” who registered timely.

These individual EETS meetings, during which the EETS providers/“resellers” (hereafter referred to together as “participants”) were represented by at most three persons, had the purpose to allow the participants to ask questions with respect to the EETS aspects of the contemplated heavy goods vehicle charge system and to allow the Ministry to ask questions with regard to their view on the Dutch heavy goods vehicle charging market and their experience with accreditation and toll services in other EETS domains.

All individual meetings followed the same framework, covered the same topics and had the same maximum duration, to ensure a uniform and equal treatment of all participants. Participation was voluntary and not compensated.

The agenda of each individual EETS meeting was as follows:

1. Presentation of the participant’s company and its electronic tolling related activities
2. Questions of IenW about the participants’ view of/ambitions with regard to the Dutch HGVC market
3. Questions of IenW with respect to some EETS aspects of the contemplated scheme, based on the participant’s experiences with the accreditation procedure and services in other EETS domains
4. The participant’s questions with respect to the EETS aspects of the contemplated scheme

In this report, the Ministry includes a short summary of the main takeaways of these individual EETS meetings.

The participants expressed their enthusiasm with the Ministry’s approach to involve the EETS market in a dialogue during the preparation of the HGVC, from early on in the process. They also, in general, voiced their interest in servicing the Dutch HGVC market.

Further, the participants expressed their willingness to periodically share information with the Ministry, well before the operational start of the Heavy Goods Vehicle Charging system, allowing the Ministry for a more precise scaling of the Main Service Provider. Some participants have suggested that a legal framework for sharing this information should be put in place as soon as possible.

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Most participants welcomed that the Ministry is investigating the possibilities of setting up a scheme that allows for the parallel testing of multiple service providers, as well as the means to make the accreditation process lighter, amongst others by allowing, in some instances, to take into account relevant testing performed in other toll domains.

With respect to remuneration, the service providers expressed their expectation that at least part thereof would be calculated on the basis of a percentage of the toll income they collect.

Further, a number of EETS providers inquired which party would bear the risk for non-payment of the toll by the holder. It was clarified that, under the draft bill and explanatory memorandum published for internet consultation on 26 June 2019, if the holder would fail to pay despite having a service agreement, the service provider would be obliged to pay the Minister for the recorded kilometres unless he would have suspended the service agreement based on a ground enumerated in article 12 of the draft bill.

Finally, the participants were informed that the Ministry is not envisaging to provide for central map matching and hence EETS providers should take into account that map matching will be part of their responsibilities as is the case in other toll domains such as the Belgian toll domains.