

Report of the market interaction information meeting on Heavy Goods Vehicle Charge in the Netherlands – Plenary introduction

Ministry of Infrastructure and Water Management

The Ministry of Infrastructure and Water Management organised an information meeting on October 14th 2019 at the WTC in Amsterdam. In the morning there was a general information session on the Heavy Goods Vehicle Charge (HGVC) in the Netherlands. In the afternoon, there were information sessions about the current status of the European Electronic Toll System-track (EETS) and the predicted work packages. Philip Walkate was the independent chairman during the day.

Amsterdam, 14-10-2019, 10:00 – 14:15 hrs

During the general information session, interested parties were informed about the current status of the Heavy Goods Vehicle Charge in the Netherlands and the preliminary design of the system architecture. Representing the Ministry six different speakers elaborated on the Dutch approach and broader perspective of the HGVC. 64 different market parties were represented. Next to the presentations published on the website (www.vrachtwagenheffing.nl), short summaries of the presentations are provided in this report.

Philip Walkate opened the plenary session by shortly presenting the programme of the day and went on to refer to the code of conduct on slide 3 of the first presentation ("[Introduction of the HGVC in the Netherlands](#)"). He then introduced André Belonje, director Finance at the Ministry of Infrastructure and Water Management.

André Belonje – Director Finance | 10:00 – 10:15

André Belonje opened the information session. He presented the Heavy Goods Vehicle Charge within the framework of the Ministry and in a broader perspective of developments such as politics, the climate and technological changes. For mobility as such the main policy goal at the Ministry is to put a safe, robust and sustainable traffic and transport system in place in order to deal with these developments. The HGVC benefits from the ongoing development in technology and gains interest in light of the importance of climate change. The net income from the HGVC is to be used for innovation and sustainability and, in consultation with the transport sector, several goals and measures are highlighted such as the reduction of carbon dioxide. André concluded his speech by highlighting that a successful realisation of the technical aspects of the HGVC isn't possible without a good collaboration with market players.

After the introduction given by André, a short video was shown regarding the introduction of the HGVC in the Netherlands.

Tomas de Laat – Program Manager HGVC | 10:20 – 10:35

As second speaker, Tomas de Laat introduced the Dutch approach of HGVC. He elaborated on the set up of the project organisation and the three-phased programmatic approach that is adopted for the introduction of the system. He explained that the HGVC has two goals as stated in the Coalition Agreement. The first objective is to have domestic and foreign hauliers pay for the use of the road by converting fixed taxes into a variable charge. The second objective is to innovate and make the Transport sector more sustainable.

For the introduction of the HGVC there is significant support in the parliament regarding the policy principles and the policy framework already laid down. The Dutch approach benefits from earlier introduction of Heavy Goods Vehicle Charge in neighbouring countries. By channelling the net revenues from the charge back to the sector, the government aims to safeguard the competitive position of the Road Transport sector in liaison with the sector itself. In order to achieve this, the ministry is currently working out the indicative measures of revenue recycling in consultation with representatives of the transport sector and other relevant stakeholders. Finally, Tomas made clear to note his pleasure regarding the amount of interest for this day and states that regular contact with market players is foreseen during the Heavy goods vehicle charge program. .

Hans Oortwijn – Enterprise Architect | 11:15 – 12:15

Hans gave a detailed description of the intended HGVC systems architecture. Particular attention will be devoted to elements of the Dutch system. The current and future state of the architecture is and will be designed in close cooperation with neighbouring countries (Belgium in particular) and based on their existing systems, with deviations when necessary. In this way, terms such as simplicity and efficiency are incorporated and lessons learned are taken into account. According to the architecture, several work packages can be identified.

Therefore he showed how processes related to registration & collection as well as supervision & enforcement are currently modelled in the system. Within the system, privacy is identified as one of the cornerstones. In addition, several EETS-compliant standards are integrated into the architecture.

Hans stressed that the architecture provides for a clear separation of the enforcement domain and the registration and collection domain.

Nikolai Jacobs – Manager Scheme Implementation | 13:30 – 13:45

During lunch it was possible to hand in questions. In the Q&A-session after lunch, the written questions were answered by Nikolai Jacobs. Questions and answers can be found below:

Question: Did you study toll evasion traffic? How will you monitor and respond to this?

Answer: We did study and are still studying toll evasion traffic, for example in the 2018 with ANS study 'Rapportage Optimalisatie Handhavingslocaties Vrachtwagenheffing', "[Effecten verkeer en vervoer externe effecten](#)" and "[Koepelnotitie effectstudies Vrachtwagenheffing](#)". These reports are available (in Dutch only) on the website www.vrachtwagenheffing.nl. After go live, we will monitor toll evasion traffic mainly using OBU data. We will ensure that all public and private parties involved remain flexible to change the tolled road network. Also, the Act on Heavy Goods Vehicle Charge has been drafted such that alterations can be legally processed within one month.

Question: Is it intended to oblige the main service provider and the EETS-providers to implement the interface between OBU and their back-office according to ISO 17575 or is the decision left to the providers?

Answer: There is no obligation to implement the interface between the OBU and the back office according to a specific (ISO) standard.

Question: What is the tariff structure and will there be discount schemes on the tariffs?

Answer: There will not be any discount schemes on the toll payments. The tariff structure will be kept simple and is based on the EURO-emission class and maximum permitted total weight. The planned tariff structure is included in the draft bill, that you can find on www.vrachtwagenheffing.nl

Question: How will you treat occasional users?

Answer: The system will be quite similar to the Belgian system. For every HGV an OBU is required, even when driving on a non-tolled road. We foresee that a distribution network for OBU's will be necessary, at least at the borders. We are currently studying and considering whether such network will need to involve points in the (inner) country. A Dutch [study to the localization of OBU distribution points](#) is available on the website www.vrachtwagenheffing.nl

Question: Will you align with the EETS directive 2019/520 with regard to invoicing?

Answer: Yes.

Question: Why is there a separate work package Gantries (12) next to the work package Observation (8)? Does work package 12 contain only physical gantries?

Answer: Package 12 only contains the physical gantries and power and data connections. We expect that a large number of gantries that are already in place can be reused for mounting observation equipment. Package 8 contains the ANPR and DSRC systems and backoffice needed for observation of HGVs.

Ministry of Infrastructure and Water Management
Heavy Goods Vehicle Charge program

Question: When can EETS-providers be accepted (to start testing)? Which work packages need to be available at that moment?

Answer: The start of the accreditation process depends on the Parliamentary process of the Bill and is currently planned for the end of 2021 / beginning of 2022.

Question: How can you organise more efficiency for the providers?

Answer: The Ministry's intends to provide the necessary resources for the parallel testing of EETS providers, if necessary, as well as investigate which verifications (and potentially also tests) performed for the accreditation to other EETS domains, such as Belgium, can be "read across" in the accreditation process for the HGVC.

Rody van Vulpen - Procurement Specialist & Frédéric Koeman - Manager EETS involvement | 13:45 – 14:15

Rody and Frédéric gave a short preview on the sessions in the afternoon regarding EETS and the introduction to the work packages in the procurement track. Reports of these sessions are available on the website www.vrachtwagenheffing.nl.