



Pricing policy in the Netherlands

Delegation of Danish Parliament

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Recent history



Introduction

Road pricing has a rather turbulent and unsuccessful history in the NL

Lessons learned

- ❑ Political and public acceptance is crucial
- ❑ The system has to be transparent: show tax payer how the revenues are spent
- ❑ The system has to be fair: tax payer will pay for road use and pollution

Recent history

In 2005 a national platform on road pricing advised the government to introduce a km price differentiated on the basis of time, place and environmental impact.

Conversion of the current car tax system, which is based on the purchase and ownership of a vehicle, into a new system based on the use of the vehicle.

In line with current proposal of European Commission mr Kovacs, and ECOFIN discussion under Portuguese chairmanship

This advice was adopted in the national Mobility plan and reconfirmed in the new Cabinet's policy programme. The ambition is to introduce road pricing this cabinet period (ending early 2011), "if necessary in stages"

Recent history

- Introducing the whole system during this governmental period is considered as too ambitious. Therefore the government has decided to introduce a first significant implementation step towards the final kilometre price. Using proven technology as a starting point, two main scenario's or options have been presented for further elaboration:
 - A. a price per kilometre on the main road network for all vehicles, combined with time related tariffs on different sections for all vehicles
 - B. a congestion charge for all vehicles, combined with a charge per kilometre for lorries on the main road network throughout the NL

Technique

Various technical configurations are possible for each option:

1. Charging vehicles using a DSRC tag in the vehicle and portals along the road, as is often applied on toll roads.
2. Charging vehicles by taking pictures of their vehicle registration plates (Automatic Number Plate Recognition (ANPR)). This technology is already in use for (section) speed controls.
3. Charging freight traffic using GPS as it is done in Germany. This involves equipping every truck with an on board unit.

Decision making

The options will be evaluated the coming months on the basis of the following aspects:

- Duration of the implementation process
- Costs
- Quality in terms of reliability, practicality, enforceability
- Potential for growth (migration) towards the final price-per-kilometre system
- Risks

Time schedule

- A cabinet decision on the implementation of the first step is expected in the second half of this year, before discussion in parliament on the annual budget in December
- Implementation of the first step in 2011
- Parallel development of the final system to make migration in the years thereafter possible

Thank you for your attention

