

Why were the plans to introduce  
road pricing in the Netherlands  
cancelled?

Interview with *L.H.M. Osterholt M. Sc.*  
Secretary to the Dutch Platform “Paying  
differently for the use of the road”.



# Background

- In May 2004, the Minister of Transport in the Netherlands asked mr. Paul Nouwen, the former president of the Dutch ANWB, which corresponds to the Danish FDM (Forenede Danske Motorejere), to help the minister to make a plan in which all the Dutch organisations in regard to car traffic were involved.



# The scheme

- The system was to be based on paying per kilometre travelled on all Dutch roads by every motor vehicle
- Prices were to vary according to time, place and environmental factors.
- The level of charges has not yet been determined.
- The Parliament had decreed that no more than 5% of system revenues could go toward its operation.



# The way forward

- The Government position on “Paying different for the use of the road,” (expressed in the letter of 30 November 2007 to the Dutch House of Representatives) was that an irreversible step would be taken within the government period towards achieving a Road Pricing System.



# Government collaps

- But.....then the government collapsed and we in the Netherlands had new elections. (2010).



# The election + new government

- In the election, the subject of “Paying different for the use of the road” was a key issue.
- Two parties, who were against the new system, the Dutch Liberal Party (VVD) and a right wing party called the PVV, together with the Christian democrat party (CDA) were able to form the new government and immediately closed down all the preparations for the introduction of “Paying different for the use of the road”.



# Technological challenges?

- To what extent did technological challenges influence the decision to cancel the plans to introduce road pricing in the Netherlands, you could ask?
- In my opinion this influence was very little.

