



Ministerie van Verkeer en Waterstaat

Road pricing in the Netherlands

TRB Executive Committee
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Centre for Transport and
Navigation in the Netherlands

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Principles of road pricing

- Paying per driven kilometer, instead of paying for ownership
- Throughout the Netherlands (even in your own backyard)
- A basic rate per kilometer, differentiated according to environmental characteristics (CO₂ -emission)
- A peak rate for congested times and places
- Kilometers driven are recorded using GPS technology
- Fixed motor taxes and purchase tax to be abolished
- Revenue from road pricing will be collected in the Infra Fund
- This Fund finances expenditures on traffic and transport (maintenance, new construction, public transport, etc.)



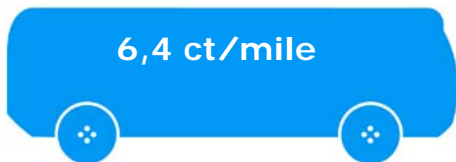
Average basic tariffs (US \$) for vehicle categories



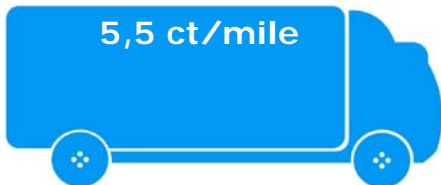
- Private cars



- Commercial vans



- Busses (non-public transport)



- Trucks



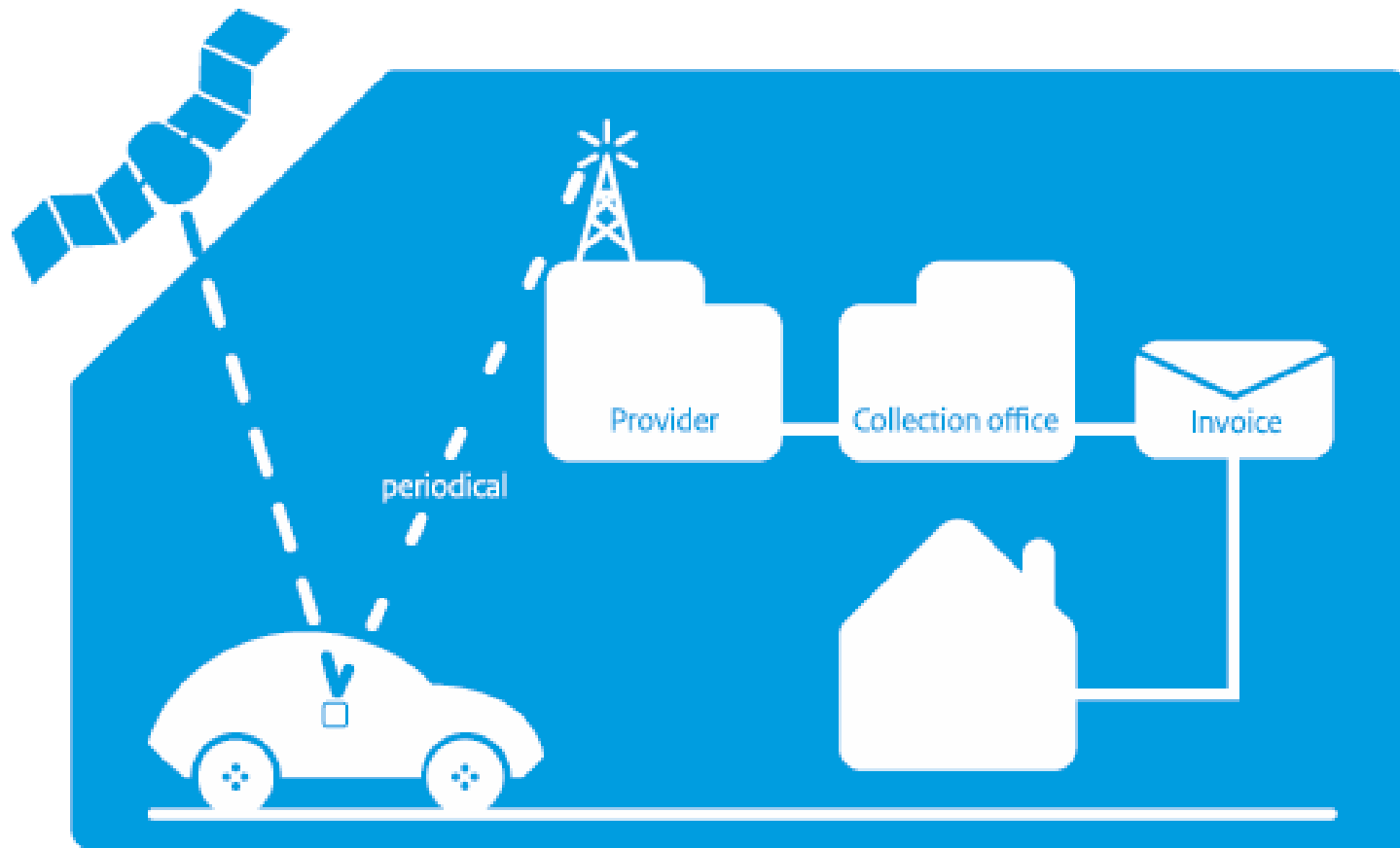
Expected effects by 2020

- Kilometers travelled - 10 to 15%
- Travel time loss - 40 to - 60%
- CO₂ emissions from passenger cars - 10%
- PM₁₀ - 10%
- NOx - 19%
- Travelled km's by public transport + 6%
- Traffic safety + 7%
- Number of vehicles + 2 to + 3%

Bron: Joint Fact Finding 2007 en Muconsult 2009



System overview





Careful implementation

In 2010:

- Legislation discussed in House of Representatives and Upper House
- Several experiments with peak rates

In 2014: introduction basic rate

- Introduction of 'basic rate' for all Trucks
- Gradually extended with increments of 100.000 private cars

Approx. 2018 introduction 'peak rate'

- Start introduction 'peak rate' in addition to the basic rate in the region Amsterdam
- Nationwide implementation of basic and 'peak rate'



Road Pricing enables objectives of Parliament:

Objectives

- Acceptable and predictable traveling times
- Reliable and sustainable mobility system

In Netherlands only attainable by combining:

- Building roads and
- Making better use of existing roads (traffic management)

and

- **Introducing Road Pricing**



Public opinion

- Positive about the prospect that the concept decreases congestion and has positive effects for the environment.
- Suspicious about the promise of government not to increase total cost
- Sceptical about implementation within time and cost (complex ICT-project)
- Alert about the privacy aspects (big brother)

Overall positive attitude towards the concept

- 58 % supports the idea of road charge based upon kilometer-price as a fair system: "the polluter pays"

The Minister of Transport operates very carefully in implementation to maintain and increase the public support



Comments and questions? www.kilometerprijs.nl

