



## Dutch National Scheme

Traffic in the Netherlands (16.5 million inhabitants) has increased during the past few years:

- Passenger mobility increased by 10% between 1995 and 2005 to 184 billion passenger kilometres.
- Freight mobility increased by 26% during the same period to 120 billion tonne kilometres (due to economic growth and growth of international trade).

In December 2007 the Dutch Cabinet took an irreversible and significant step towards a more rational system of payment for mobility, with prices based on kilometres travelled. It will apply first in 2011 for heavy-goods transport and a few years later for all vehicles (10 million) in the Netherlands.

### Why might road user charging be introduced in the Netherlands?

The new mobility pricing system is based on four principles:

- **fairness**, because motorists as a whole should not pay more;
- **support**, because broad societal support is essential for such a major change of systems;
- **affordability**, because operating costs must not escalate; and
- **accessibility**, because the instrument must contribute to better accessibility.



The revenues will be used to finance the building of new roads and the maintenance of existing ones.

### What are the features of the proposed national Dutch scheme?

Currently, people pay for car ownership in four ways:

- the luxury tax on car purchases;
- the road tax;
- surtaxes by provincial authorities; and
- V.A.T. on petrol.

Under the envisioned system of “paying for the use of the road,” there will be a very low car tax. The road tax and surtaxes of provincial authorities will be abolished, although V.A.T. on petrol will remain.

The new system is based on paying per kilometre travelled on all Dutch roads, with prices varying according to time, place and environmental factors. The level of charges has not yet been determined. There will be exceptions for fire brigades, police, ambulances, motorcycles and cars not subject to existing taxes.

The Parliament has decreed that no more than 5% of system revenues can go toward its operation.

### How is the national Dutch scheme developed?

“Paying differently for mobility” is an important principle of the Dutch mobility policy. The Dutch Cabinet has agreed to the proposal by the Minister of Transport to introduce a per-kilometre toll on all Dutch roads, differentiated according to time, place and environmental factors and a collection system using the latest satellite technology.

### Proposed charging routes



This decision from December 2007 is an irreversible and significant step towards a more equitable system of payment for mobility.

The system is scheduled to start in 2011, when lorries will be subject to new toll. From 2012 to 2016 private cars will be included in the system. At the same time, taxes now collected for car ownership will be lowered and in 2018 abolished.

In the run up to 2011, tests will be run to gain experience. Through these tests, the Cabinet aims to work with the utmost urgency towards improved accessibility for major cities. The tests will be voluntary and focus on encouraging motorists to avoid peak periods. Covenants on this were concluded at the end of 2008. Compulsory payment by road users cannot be enforced until the legislation is completed and the rechanneling of fixed taxation for road users guaranteed.

The system is still subject to Parliamentary approval.

### Conclusion

The introduction of AbvM is still on track in the Netherlands, and is running fast-speed ahead toward the start-up goals of 2011 (lorries) and 2012-2016 (personal cars). Soon the first trial runs will begin in the Amsterdam area, implementing proposed parts of the future system on voluntary basis.

