Ministerie van Infrastructuur
en Waterstaat

Temporary toll

BBV and ViA15

Version 1.1

Why this meeting

- We want to
  - inform you timely and be transparent in what we do
  - inform you about the upcoming temporary toll in the Netherlands and how it will be set up
  - give opportunity to express potential interest and raise concerns
  - learn how service providers want to be/remain involved

Disclaimer

- This presentation is informative and non-binding, and serves only the purpose of discussion the current vision for the design of temporary toll.
- No rights may be derived from this presentation or the information contained therein.

Regarding questions:

- We aim to be as transparent as possible, share information when it is available and finalised, and explore topics together.
- If the decision-making around an issue is not yet clear or final, the information is shared for exploratory purposes only. No expectations can be based on the discussion.
- Questions can be asked and will be answered during the presentation as much as possible. Questions can also be submitted in writing (algemenezakenTOL@rdw.nl).
- Oral answers provided have no status.

Agenda

- Introduction
- Legal and policy framework
- Collection and remittance: toll collector, main service provider and direct payment
- Service providers
- Access to the toll area
- Technical demands
- Business case
- Good to know
- Planning
- Questions

Developments in the Netherlands

Three types of paying for the use of (parts of) the road

- Temporary toll
- Heavy Goods Vehicle Charge (HGVC)
- Pay by use

- This presentation is about **temporary toll**

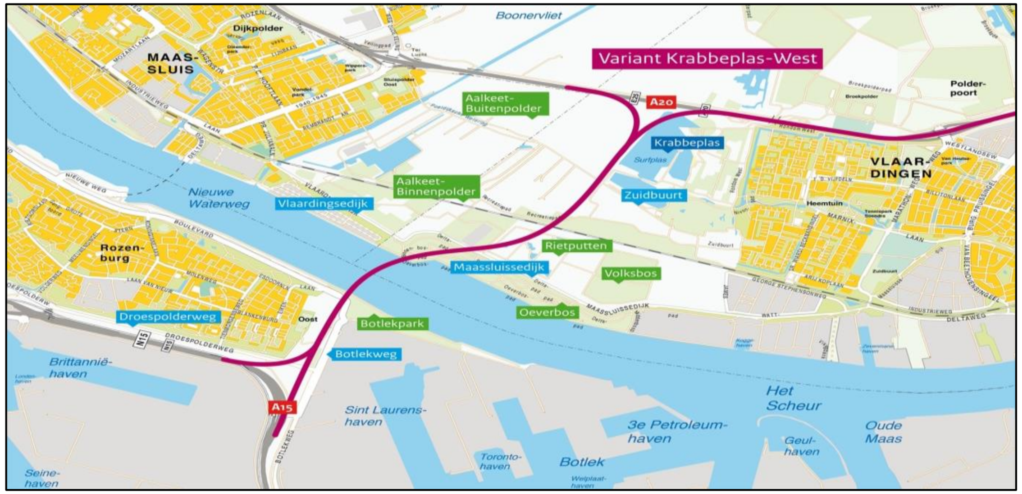
Introduction

What is it all about?

- Two free flow toll sections in the Netherlands: Blankenburg connection and ViA15
- Tolls used to fund part of construction
- Tolls until the road is paid off or earlier at the start of 'Pay by use'
- The new connections improve traffic flow in the region.

Blankenburg connection

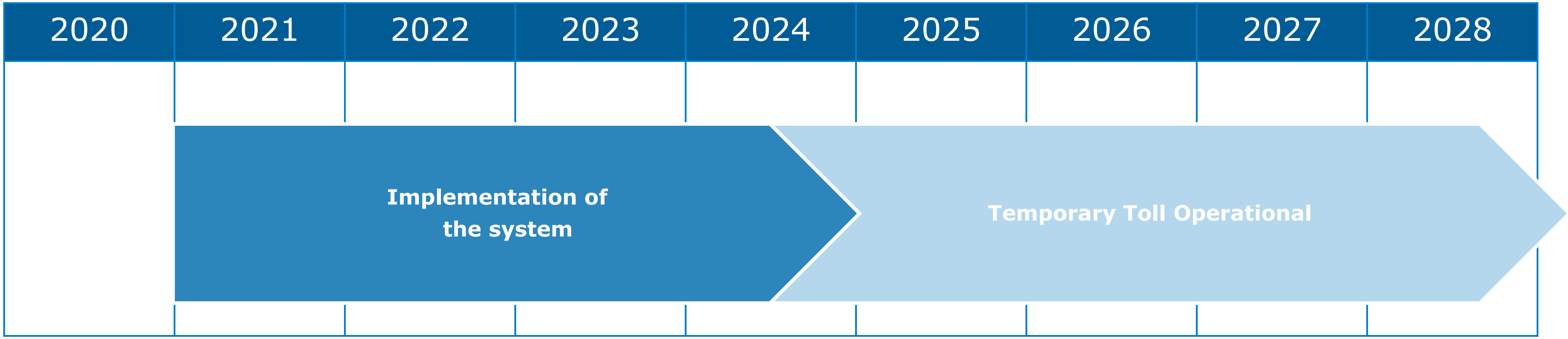
- New road as connection between A15 and A20 with new tunnel
- **Planning Q4 2024**
- DBFM contract
- www.blankenburgverbinding.nl



ViA15

- New road as connection between A12 and A15 with new bridge
- **After the RvS decision on the route decision ViA15, the planning will be recalibrated**
- DBFM contract
- www.via15.nl

Planning temporary toll



- **Market**
  - Contracting Observation: Q4 2022
  - Contracting MSP: Q4 2022
- **TDS & EETS/ETS**
  - TDS published: Q3 2023
  - Start of EETS/ETS accreditation: Q1 2024

Toll tasks and charges

- BBV toll task: €344 million
- ViA15 toll task: €312 million

- Toll applicable to all motor vehicles (art 1 WVW 94)
- Toll rate depends on permissible maximum mass

Maximum authorised mass	Rate
<= 3,500 kg	€ 1,32
> 3,500 kg	€ 7,94

Prices based on 2021 price level

Main toll principles

- Free flow
- Registration through vehicle registration number recognition (ANPR)
- Toll charger dominant system (see next slide)
- User-friendly way of collecting tolls
  - Through toll service providers with whom the holder of a vehicle (or a person authorised by the holder) has closed a service agreement
  - Directly at the toll charger, per passage

Toll charger dominant system

- Registration of passages by toll charger
- Classification for tariff category by toll charger
- Charge calculation and allocation to service provider (matching) by toll charger

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Legal and policy framework

The legal/policy framework

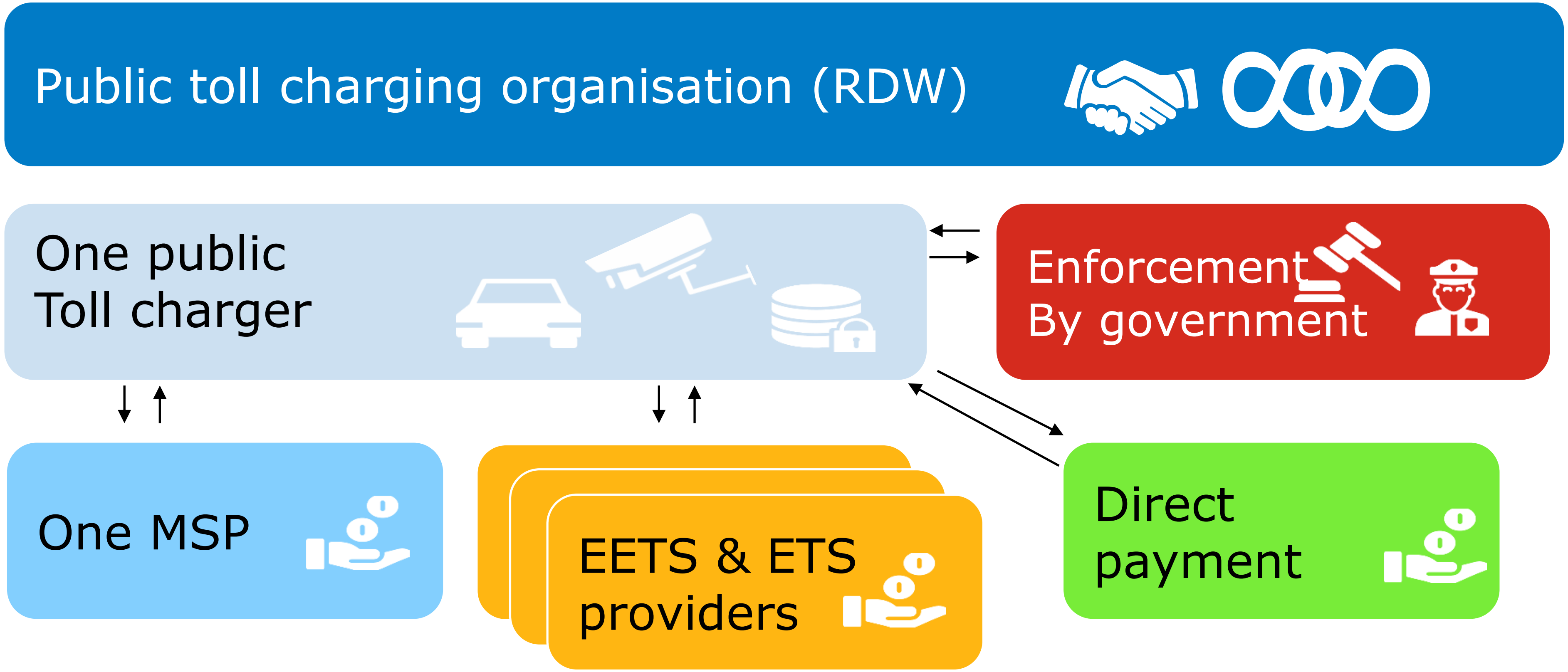
- Blankenburg connection and ViA15 temporary toll act
- Temporary toll amendment act
- EETS directive implementation act
  - European Commission delegated regulation 2020/203
  - European Commission implementing regulation 2020/204
- Decision and regulation on temporary toll Blankenburg connection and ViA15
- EETS domain statement

What does this legal context mean?

- The EETS directive implementation act implements the EETS directive in the Netherlands
- EETS directive: contains the frameworks for toll chargers and service providers in case of electronic tolling (such as temporary toll)
  - e.g. technical interfaces such as ISO standards
  - Sets requirements for the form and content of the bilateral contract between service providers and toll collectors (the so-called *toll domain statement*)
  - Provides a framework for requirements on service providers (accreditation)
- Regulation TTH: Subjects rules for proper implementation of the Blankenburg connection and ViA15 Temporary Tolls Act
  - exemptions
  - payment terms
  - announcing tolls (roadside signs)

Collection and remittance: toll charger, main service provider and direct payment

TTH business model



Direct payment

- Pay without service agreement, directly at toll charger via toll charger's website (no cash payment)
- Payment within 72 hours of passage, via a payment facility (or prepaid)

Main Service Provider (MSP)

- Ensuring that everyone has the opportunity to meet their payment obligations through a service agreement
- Is a toll service provider with special duties
  - Acceptance duty
  - Must offer its services for free
  - No VAS
  - Must offer its services throughout contract term
  - Tolls via “Stichting Derdengelden” account
- Contracted through European tender

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Service providers

Service providers: EETS and ETS

Ambition ministry I and W:

- A tolling system that is as user-friendly as possible, through as many service agreements as possible. This includes an important role for service providers

Role of service providers within temporary toll:

- Collection: facilitating collection by customers
- Remittance: remittance of tolls to the toll charger
- For providing this service, entitled to a fee under the EETS Directive Implementation Act

Why the terms EETS and ETS:

- EETS providers are registered service providers under the EETS Directive
- ETS providers are toll service providers that limit their services to the Blankenburg connection and ViA15 toll areas

Toll collector-EETS/ETS provider relation

- No tender, but 'open house'
- Contract between toll collector and service provider: part of the so-called EETS domain statement (TDS)

- TDS describes the rights and obligations of EETS and ETS providers and constitutes the framework within which a service provider:
  - May be allowed (so-called 'accreditation') to offer toll services
  - Close an (E)ETS agreement with the toll collector for being allowed to provide toll services in the domain for temporary toll
  - Close service agreements with holders

Some highlights TDS

Description	Furnishing
Duration of the agreement with the toll collector	Optional, the (E)ETS agreement can easily be terminated by the (E)ETS provider, subject to 3 months' notice
Contracting and admission testing process	Contracting based on 'open-house' model and admission possible for any service provider after successful accreditation
Contracting holders	Freedom of customer choice and complementary services
Toll payment by holders	Freedom to determine payment options for holders
Complaint handling	Settlement within 48 hours of submission of complaint by holder
Liability	Limited for both (E)ETS provider and toll charger
Termination of contract	By decision to revoke toll decision
Customer lists	Maintain customer list according to the format communicated by the toll charger (including registration number, holder identification and service agreement and the validity of the service agreement)

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Access for service provision in the toll domain (accreditation)

Process of admission (accreditation) (1)

Sign up

- Proof of registration (EETS provider)
- Service delivery plan
- Letter of agreement with the TDS

Review

- Completeness
- Content
- Concluding EETS agreement

Testing

- Compliance back-office
- Testing interfaces
- Proof of accreditation
- Bank guarantee of toll revenues

Start service

- Entry into force provisions service provision
- Access to toll area

Process of admission (accreditation) (2)

Why are these steps necessary:

- Partly prescribed by EU
- Needed to assess risks toll provider and toll collector
- Well-functioning communication between toll service provider and toll collector systems

With the aim of:

- An optimal functioning toll system and therefore a positive experience of holders, through a well-functioning service

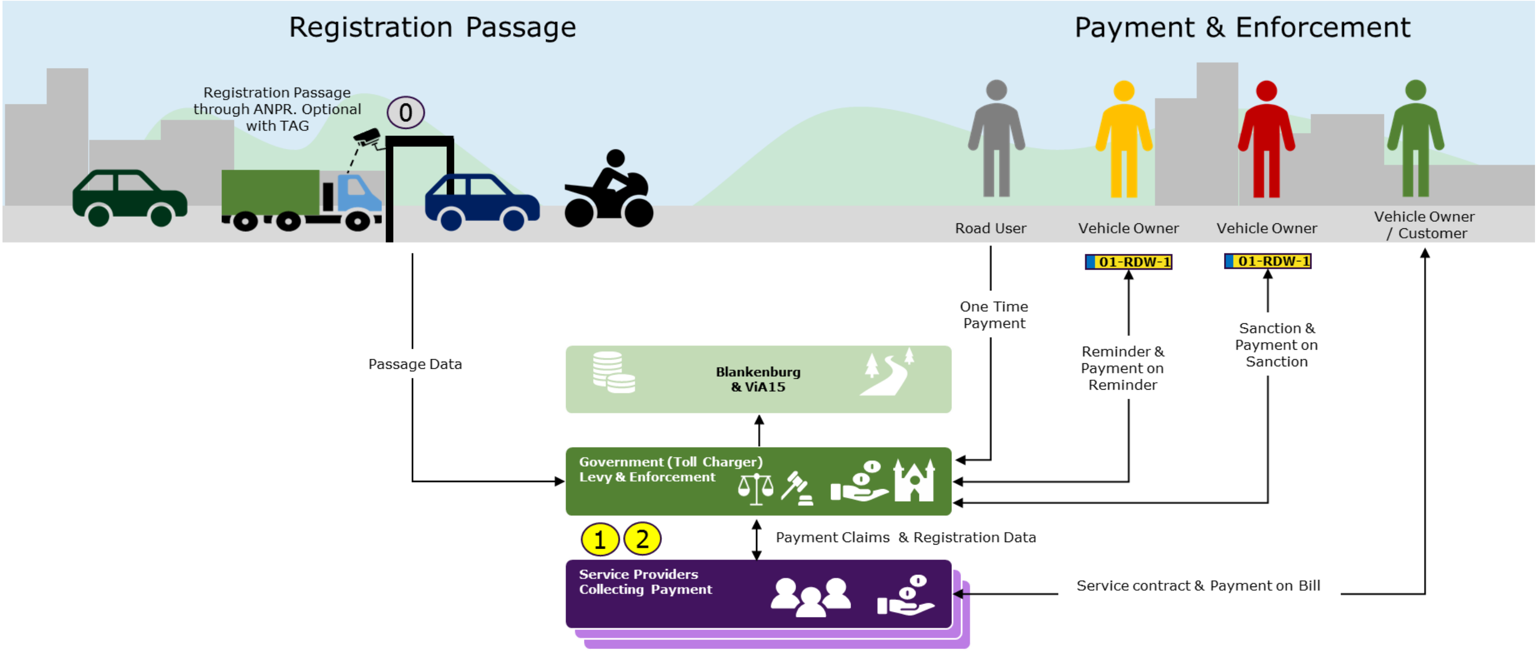
- Indicative duration of accreditation: approximately three months

Some parts of service plan

- Description of existing service activities
- Expected number of holders (service agreements)
- Description back-office system (ISO 12855)
- Letter of intent to issue bank guarantee
- Description creation of service agreements
- Test approach

Technical demands

Interfaces and standards



*0. EN 15509 - standard for communication with on-board unit - initially **not** developed/deployed.*

1. ISO 12855 - standard defining information exchange between the toll charger and TSP.

2. CEN/TS 16986 - standard defining a coherent set of transactions, based on ISO 12855.

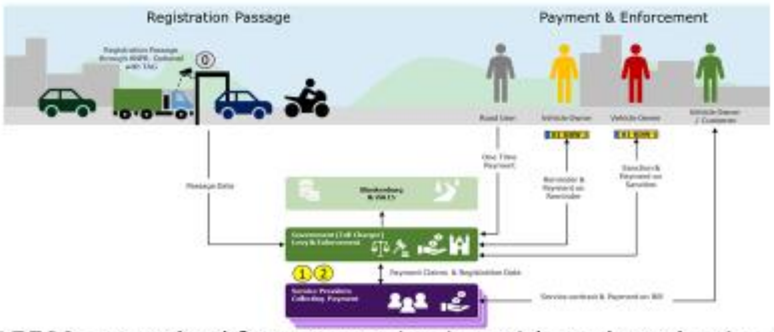
Components testing

- Assessment Test plan
- Compliance back office
- Interface testing

Security

- Security measures in line with applicable privacy legislation

Interfaces and standards



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Business case

Expected traffic flows

Annual passages < 3.5 tonnes (*1,000)		
	2026	**2030**
Total	**23.750**	**30.500**
BBV	14.250	20.000
ViA15	9.500	10.500
% NL		95%
% Foreign		5%

Annual passages > 3.5 tonnes (*1,000)		
	2026	**2030**
Total	**2.300**	**3.000**
BBV	1.500	2.000
ViA15	800	1.000
% NL		87%
% Foreign		13%

- Source: '*Sub-report traffic via15 2017* (https://www.platformparticipatie.nl/via15/tracbesluit+2/relevant+documents+7/handlerdownloadfiles.ashx?idnv=1843429*)*, and '*impact study traffic BBV 2015*' (https://openarchivaris.nl/blob/ce/e5/89a01e2d3a1f08950a43c78b822b.pdf)
- Figures based on 24h estimates
- No rights can be derived in any way from these figures.

Remuneration and expenses

Fixed fees

- One-time fee after successful accreditation/start of service
- Thereafter fixed annual fee equal to previous amount

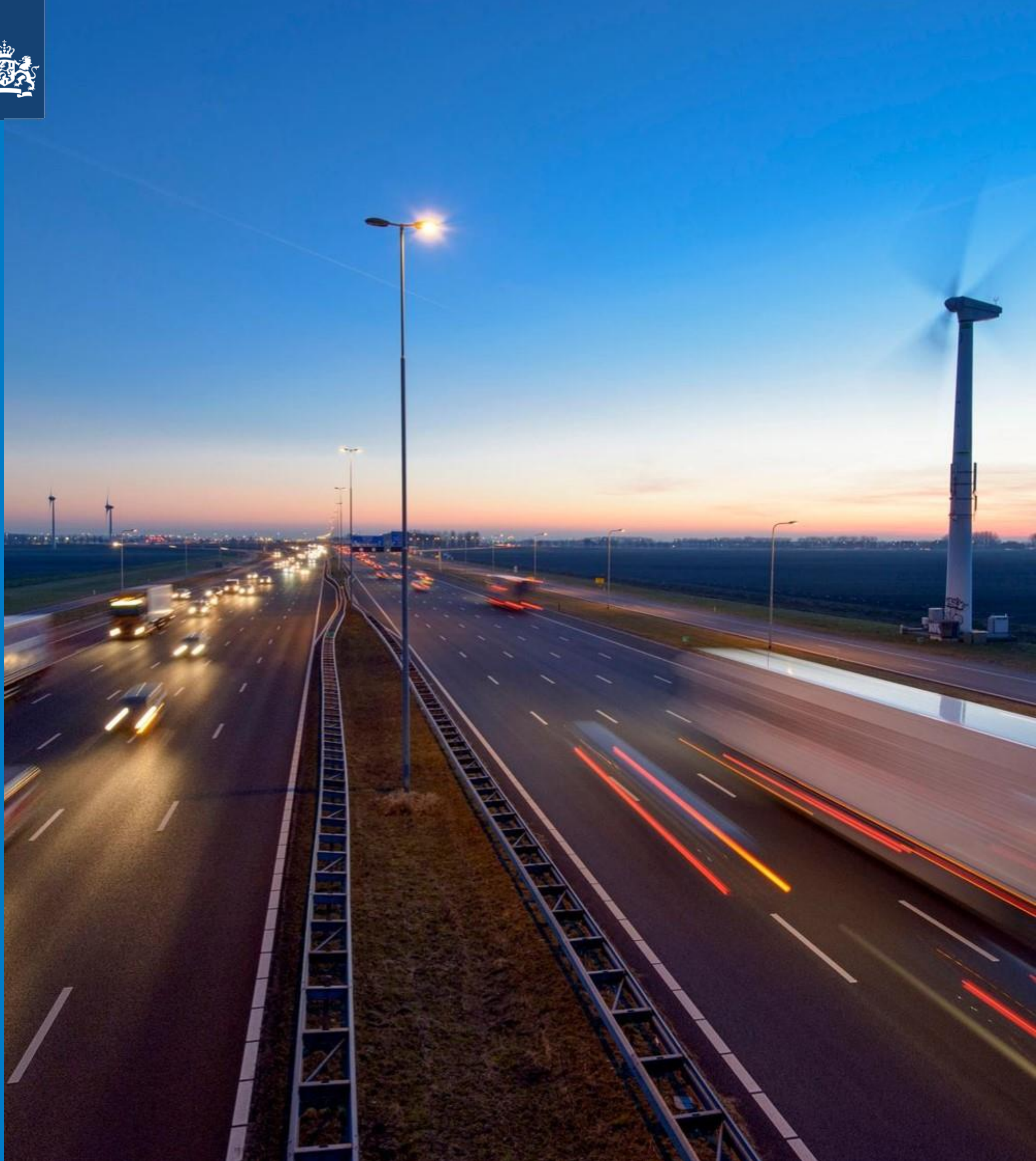
Variable remuneration

- 2.5% of the amount of toll revenue actually remitted in the previous quarter

To be paid (once only) to the toll collector at the start of accreditation:

- Amount equal to fixed remuneration

Good to know



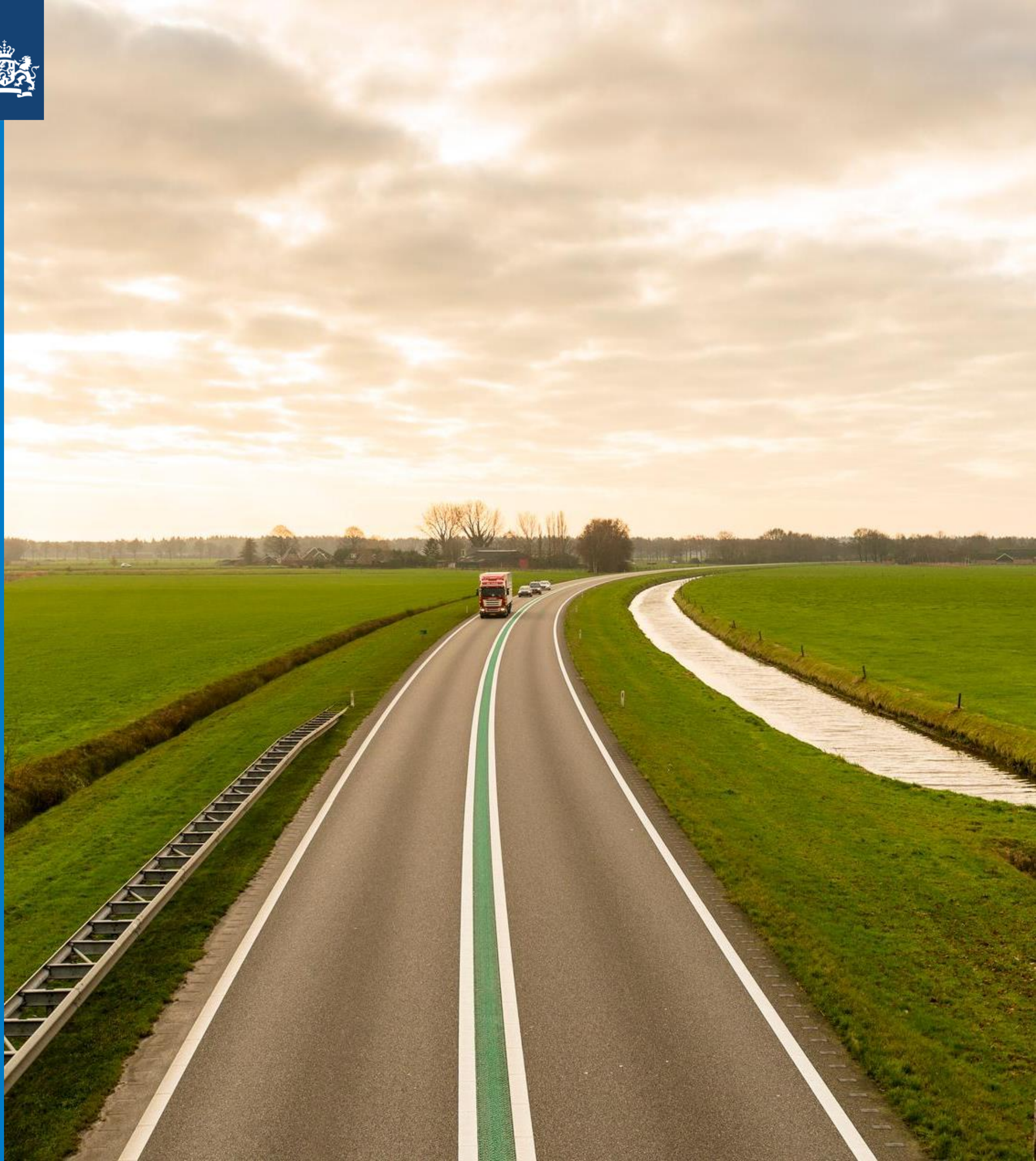
Tax, BBV/ViA15 and VAT

- Tax
  - The temporary toll is not a tax but an additional fee payable for the use of the new road infrastructure (retribution)
  - VAT: no VAT due on the toll rate and the tolls payable/collected, VAT obligation on the cost of providing the service to the holder.
- EETS domain BBV and ViA15
  - They are two independent toll domains. All things being equal, accreditation for ViA15 (if accreditation BBV is completed) will be limited to an administrative review and authorisation.
  - There is no obligation for ETS providers to participate in tolling at both BBV and ViA15. EETS providers are obliged to offer their services in both toll domains.
- Customer approach:
  - Positioning under own name/brand
  - Use of toll charger logo only when explaining the phenomenon of temporary toll
  - Within strategic frameworks and direction of toll charger

Temporary toll in relation to HGVC

- Temporary toll remains in effect when Heavy Goods Vehicle Charge (HGVC) comes operational (scheduled 2026)
- HGVC does not apply on the BBV and ViA15, only the temporary toll
- HGVC is a service provider-dominant system
- Main service provider temporary toll may not be main service provider HGVC (same legal entity) and vice versa
- Introduction of HGVC potentially leads to increased presence of EETS providers in all EETS domains

Planning



Preliminary planning EETS/ETS on-boarding temporary toll

01 **Q4 2022 (E)ETS consulting**
Regarding EETS domain statement

02 **Q1 2023 possible follow-up**
Interaction

03 **Q3 2023 Publication of EETS domain statement**
Website Temporary toll

04 **Q3/4 Q&A (E)ETS**
Interaction if required

05 **Q1 2024 Opportunity to start accreditation process**
For interested service providers

06 **Q4 2024 Go-Live**
BBV

October 2022

Questions

- How does this resonate?
- About what do you want to know more?
- How do you want to be/stay involved?

Thank you!