

The Netherlands.  
Westerscheldetunnel.  
General Report 2008.

### ***Network length***

In the Netherlands we have only two tolled Motorways. One of them is our Westerscheldetunnel. The length of the Westerscheldetunnel and connecting roads is nearly 20 km's. The other tolled motorway is the "Kiltunnel", a tunnel of about 0,75 km, of which only the tunnel itself is tolled.

### ***Investments***

In 2008 no major new investments have been made, except for some improvements at our toll plaza and software. Preparations for doubling the connecting roads have started. The corresponding constructions are planned for the years 2009-2013.

### ***Financing***

Our tunnel has a solvability of nearly 100%. The yearly income is for 2/3 part generated from subsidies from the State of the Netherlands and the Province of Zeeland. The other third part of the income comes from tolling. In 2009, all the shares of NV Westerscheldetunnel will be sold by the State of the Netherlands to the Province of Zeeland.

### ***Traffic***

In the year 2008 the traffic (all types together) increased with about 4,1% compared to 2007. This is more than the forecast for 2008, for which year the calculated growth was about 3,5 %.

## **Tolls**

The average tariff per kilometer for light vehicles (personal vehicles with or without trailers/caravans etc.) is about € 0,25; for heavy vehicles (longer than 12 meters and/or higher than 2,50 meters the tariff is about € 1,- per kilometre.

In 2008 the average tariff on the tollplaza was 2,25% higher than in 2007. The average received toll increased with a growth of about 6,2%, mainly due to the rather big increase of the number of traffic-passages.

The inflation in 2008 amounted ca. 2,5 %.

## **Revenues**

The revenues from toll were ca. € 26,1 million.

## **Safety**

In 2008 fortunately no fatal accidents happened; there were only three single sided accidents with light injuries, all with unknown causes. This number and the number of kilometres travelled in the Westerscheldetunnel and on connecting roads is too small to draw conclusions about safety.

## **Long-term forecasts and tendencies**

The Dutch Cabinet has agreed to the proposal by Minister Eurlings of Transport, Public Works and Water Management to introduce a price per kilometre on all Dutch roads, differentiated according to time, place and environmental factors and a collection system using the latest satellite technology.

The Cabinet aims to start with freight transport in 2011, which entails an acceleration of the legislation and tendering processes in terms of the critical time path ending in 2012. Passenger cars will follow a year after the launch of freight transport.

The complete system roll-out will be scheduled for 2016 and beyond.

Private parties will be offered the possibility to execute the registration of the cars, the handling and the billing. In the same time or even ahead of this the government will develop an own system to execute the road pricing. This own system, the so-called back-up track, will fade out of the private parties take over the execution in a sufficient way.

As part of the introduction of the price per kilometre, there will be extensive trials to test the technology and assess the behavioural and accessibility impacts.

The first trial will be held in the south of Rotterdam.

The consequences for the Westerscheldetunnel in the future are still hidden.

### MAIN ASECAP KEY FIGURES

Country : The Netherlands	2008
Network length .....	20 km
2 x 2 lanes .....	-
2 x 3 lanes .....	-
2 x 4 lanes.....	-
No. of km in construction	-
Forecasts of opening motorways section	-
Annual toll revenue	€ 26.137.120
Permanent staff	56
Average daily traffic (LV)	12.950
Average daily traffic (HV)	1.901
Average daily traffic (LV+HV)	14.851
Total number of accidents	3
No. of personal injury accidents	0
No. of dead	0
Km travelled (10 <sup>6</sup> x km)	108,4
No. of toll plazas	1
No. of lanes	14
No. of teletoll equipped lanes	14
No. of teletoll subscribers	45.661
No. of rest areas (with stations services)	-
No. of rest areas	1
No. of restaurants	-
No. of hotels	-