

GENERAL REPORT NV WESTERSCHELDETUNNEL NETHERLANDS 2005

Network length

In The Netherlands we have only two tolled Motorways, one of them is the Westerscheldetunnel (the other one is the so-called Kiltunnel, a tunnel of about 750 meters, from which only the tunnel itself is tolled). The length of the Westerscheldetunnel and connecting roads is nearly 20 kilometres.

Investments

In 2005 no new investments have been made, except for some smaller improvements at our tolplaza.

Financing

Our tunnel has a solvability of nearly 100%. The yearly income is generated from subsidies from the State of The Netherlands and the Province of Zeeland for 2/3 part of the income. The other 1/3 part of the income comes from tolling.

Traffic

The traffic - all types of traffic together - increased in 2005 with about 1,5% compared to 2004. That is considerably lower than the forecast for 2004, for which year the calculated growth was nearly 10% (as a part of the ramp up after opening the Westerscheldetunnel in 2003).

Toll

The average tariff per kilometre for light

vehicles (personal vehicles without and with trailers/caravans etc.) is about € 0,20; for heavy vehicles (longer than 12 meter and/or higher than 2.50 meter) the tariff is € 0,88 per kilometre.

In 2005 the average tariff on the tollplaza was 2,4% higher than in 2004. Still the average received toll stayed behind with a growth of about 0,9%, mainly due to the rather fast increase of the number of subscribers who got a discount of 25% at every passage.

The inflation in 2005 amounted ca. 2,3%.

Revenues

The revenues from toll were ca. € 25 mln.

Safety

In 2005 only one accident occurred with personal injury. This number and the number of kilometres travelled in our Westerscheldetunnel and on connecting roads is too small to make conclusions about safety.

Long term forecasts and tendencies

The most important development in The Netherlands is the plan of the Ministry of Transport to introduce a system of road pricing for all roads (e.g. motorways, regional and local roads) in The Netherlands in 2012. The first preparations for developing the plan and getting commitment from the Parliament started recently.

The consequences for the Westerscheldetunnel in the future are hidden till so far.

Main key figures

Country : NETHERLANDS	2005
Network length 2 x 2 lanes 2 x 3 lanes 2 x 4 lanes.....	20 km, from which a substantial part 2*2 lanes
No. of km in construction	0
Forecasts of opening motorways section	0
Annual toll revenue	€ 25 mln.
Permanent staff	60 fte
Average daily traffic (LV)	11.800
Average daily traffic (HV)	1.800
Average daily traffic (LV+HV)	13.600
Total number of accidents	1
No. of personal injury accidents	1
No. of dead	0
Km travelled (10 ⁶ x km)	90
No. of toll plazas	1
No. of lanes	14
No. of teletoll equipped lanes	14
No. of teletoll subscribers	38.000
No. of rest areas (with stations services)	0
No. of rest areas	1
No. of restaurants	0
No. of hotels	0