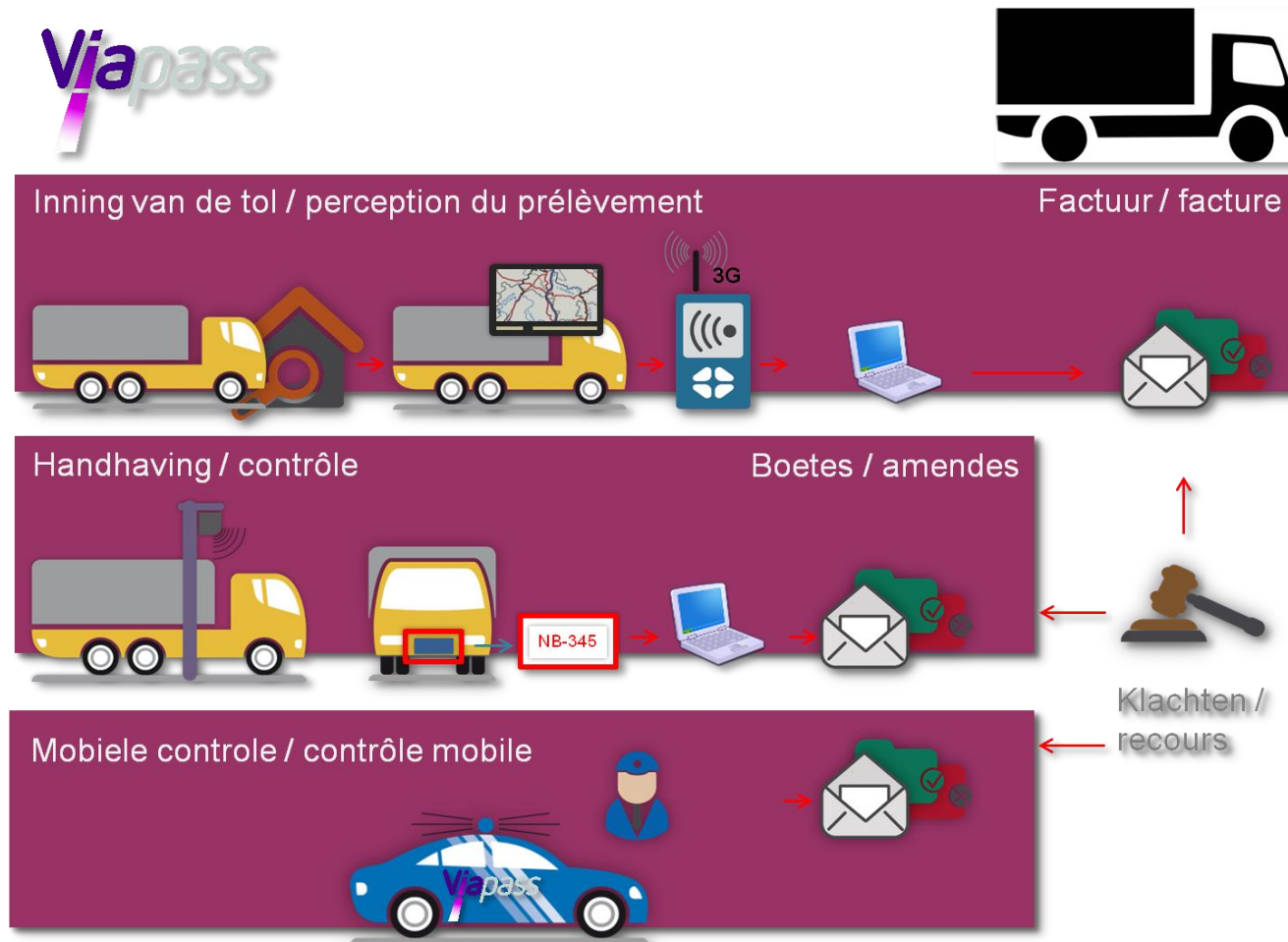


Is the Road able to... pay for the Road?



Since 01/04/2016 Viapass for HGVs Initial DBFMO 12Y (if needed+ 3x1)




Objectives of BE Road User Charging

- **User pays principle**
- **Use of free flow, modifiable GNSS-Based tolling**
- **Performant Control = Fair contribution of ALL users**
- **Stimulate greening of the fleet**
- **Stimulate load optimization**
- **Be future proof and be a performant monitoring tool/data source**
- **Be fully EETS compliant**
- **Generate stable revenue for infrastructure and mobility**

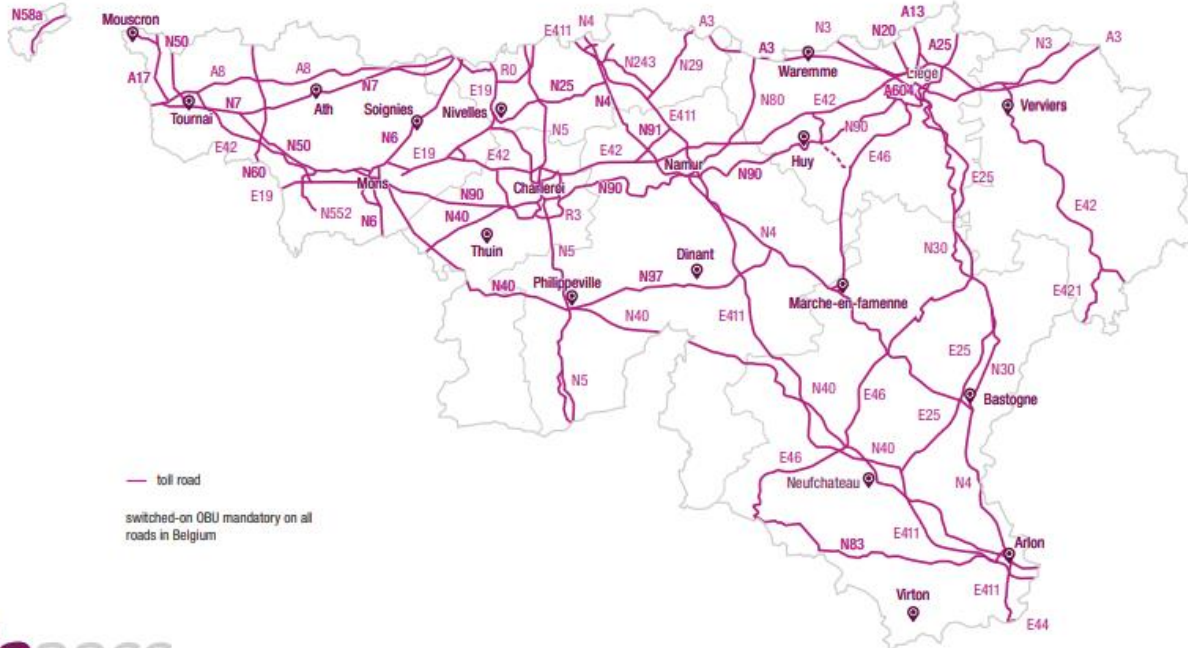
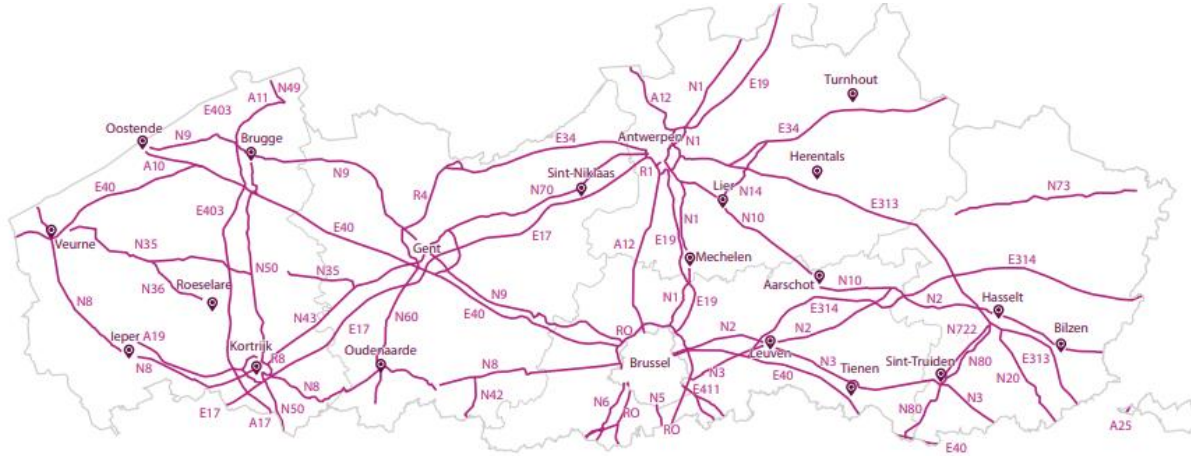


Kilometre charging system

for HGVs

 BELGIUM

- 150,000 Km Roads
- +/-6800 are tolled
- 3 Toll Domains, 1 system
- Mixed in 1 RUC system:
 - Tax (FL/BXL)
 - Fee (WAL)
- Complex but, manageable



7 Active Providers in Belgium



TO COME : Optimistic Estimate = Q2 2023

TOLLTICKETS®



400,000 control moments/day
 8,000,000 controls per month.
 = Each truck is controlled +/- 3 times per day

Enforcement



Stationary enforcement
 41 Gantries in BE



Flexible enforcement
 22 FRSE in BE



Mobile enforcement
 40 MRSE in BE + Motorcycles



Compliance
 Back-office



Fines



Status of
 fines

Key Figures

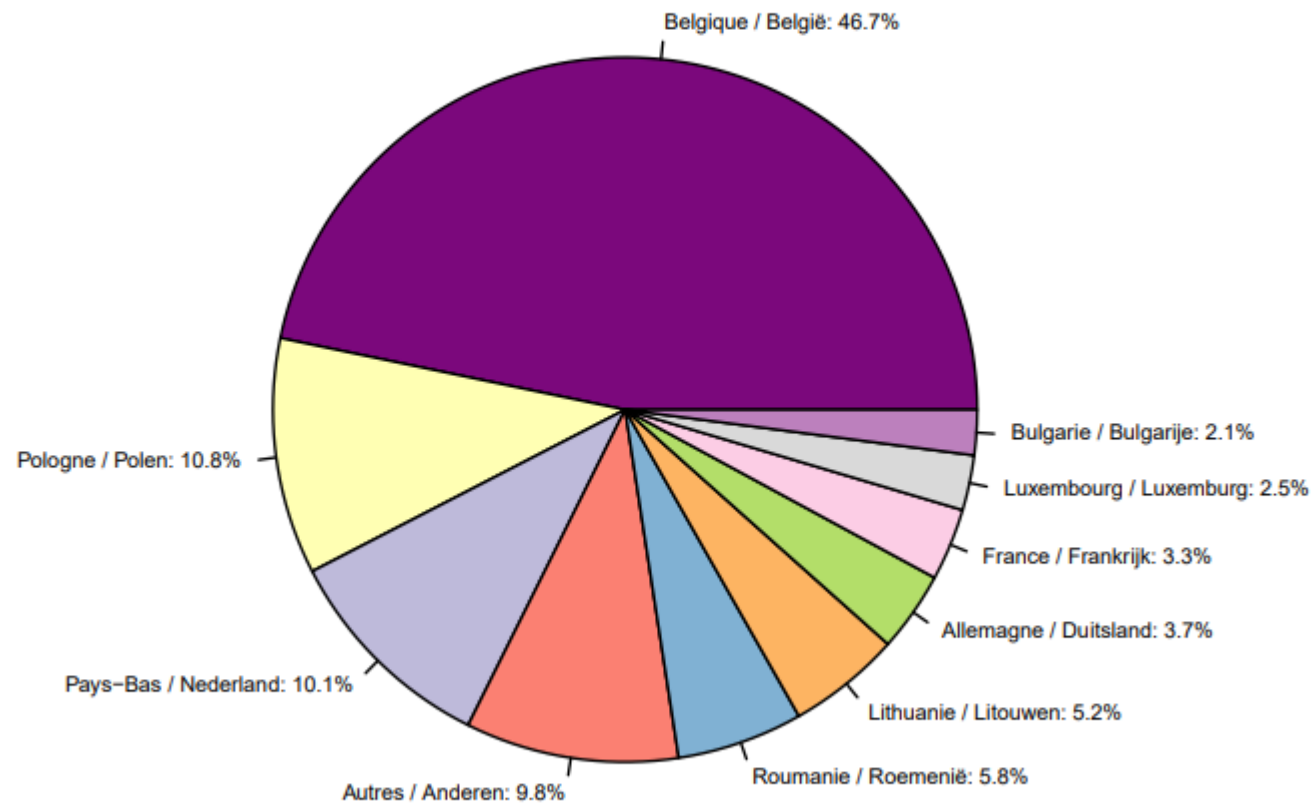
- +/- 145,000 to 150,000 HGV per working day
- High Precision in measurement : error rate -0,2 to -0,3 % in average

- 3,0-3,5 M EUR toll / working day
- 2021 = 814,7 M EUR
- 2022 = 829 M EUR

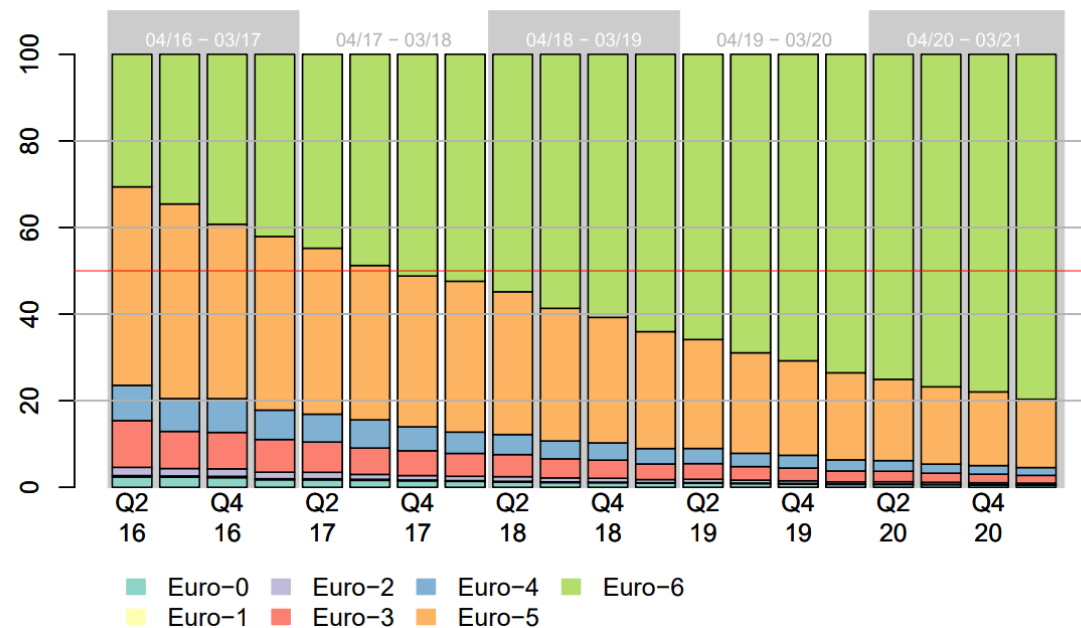
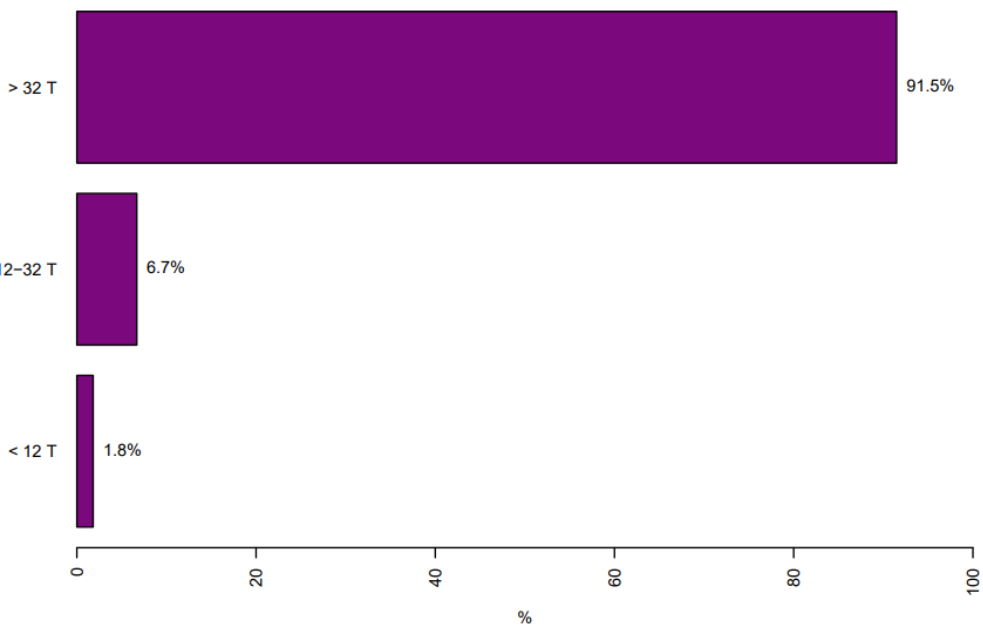


- Very stable, **zero** outage days since 01/04/2016 !
- Active 24/7 – all year long
- 400,000 control moments per working day = ++ 650 Million since startup!
- 99,3 % of all users fully compliant. 0,15% “Red” OBU (not necessarily dodgers!)
- 0,55% of detections without OBU

Prélèvement par pays d'immatriculation – Janvier à Décembre 2022 Tolheffing per land van registratie – Januari tot December 2022

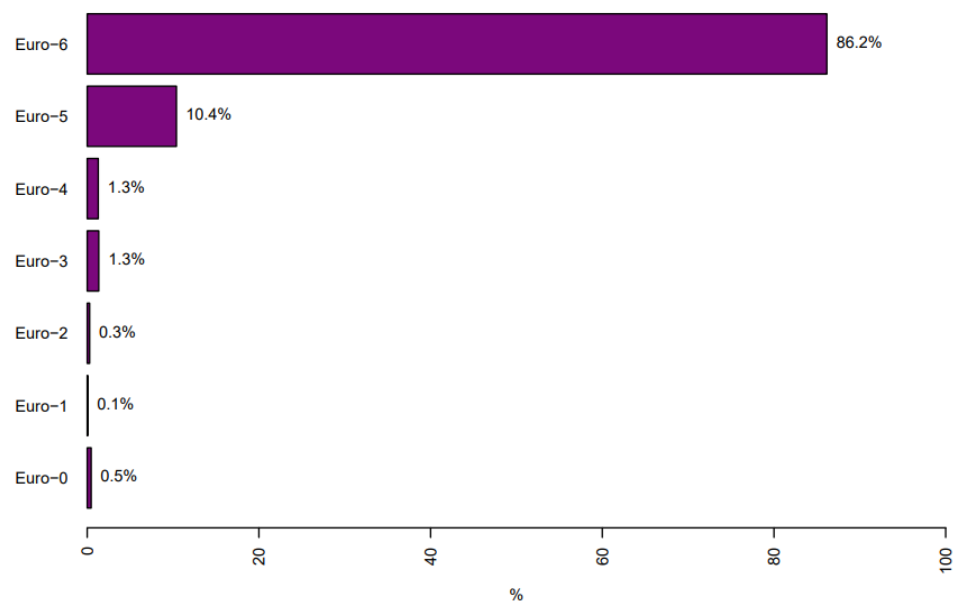


Tolheffing per MTM – Januari tot December 2022
Prélèvement par MMA – Janvier à Décembre 2022

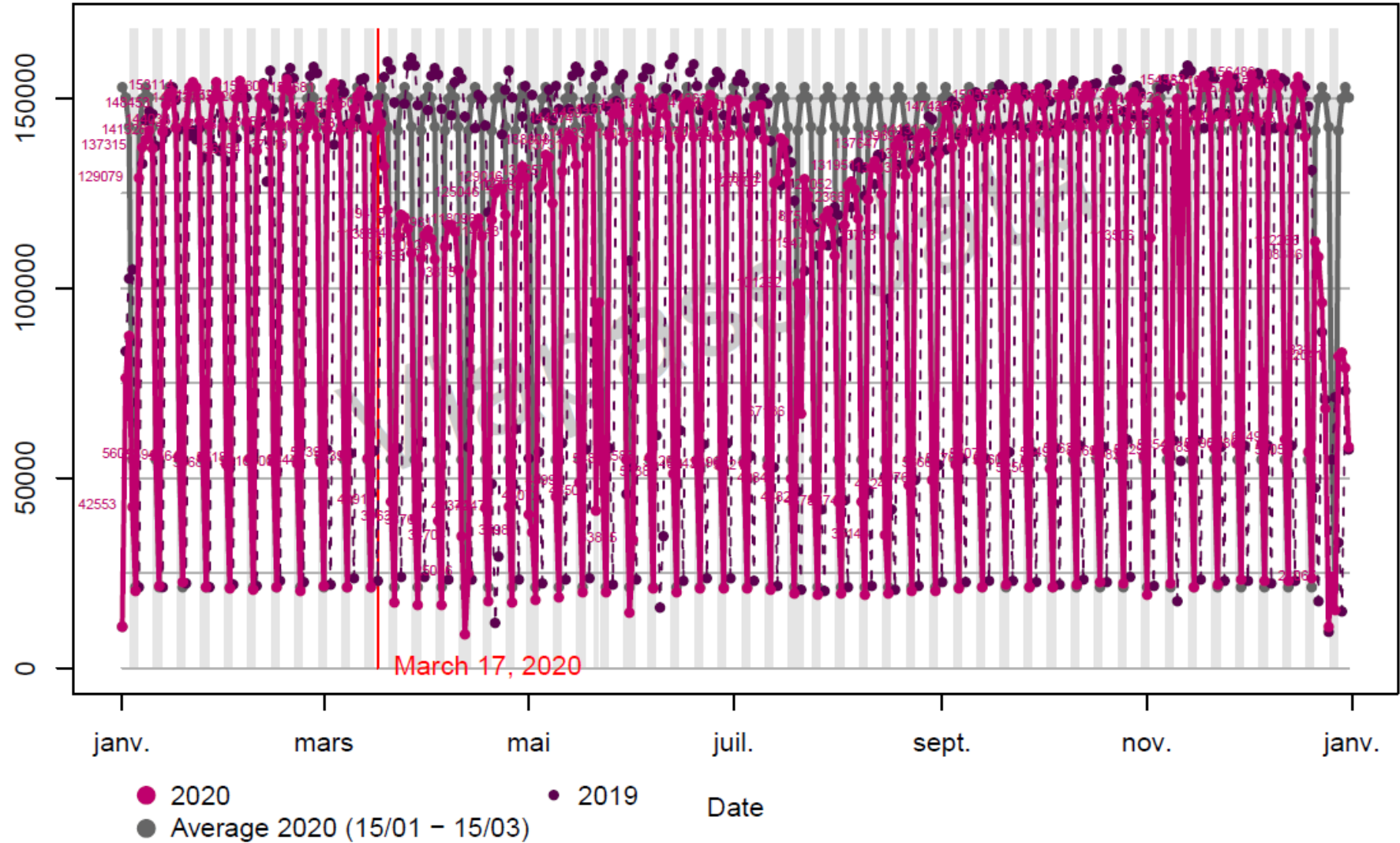


Euro-0 Euro-1 Euro-2 Euro-3 Euro-4 Euro-5 Euro-6

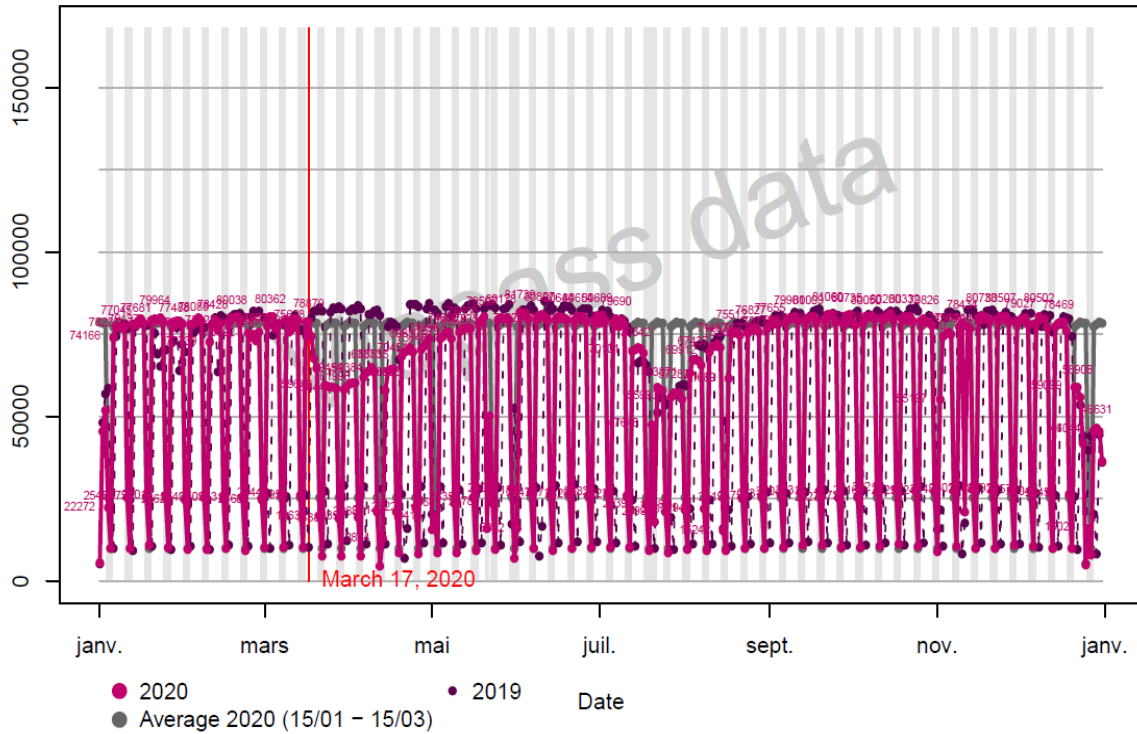
Prélèvement par classe Euro – Janvier à Décembre 2022
Tolheffing per Euroklasse – Januari tot December 2022



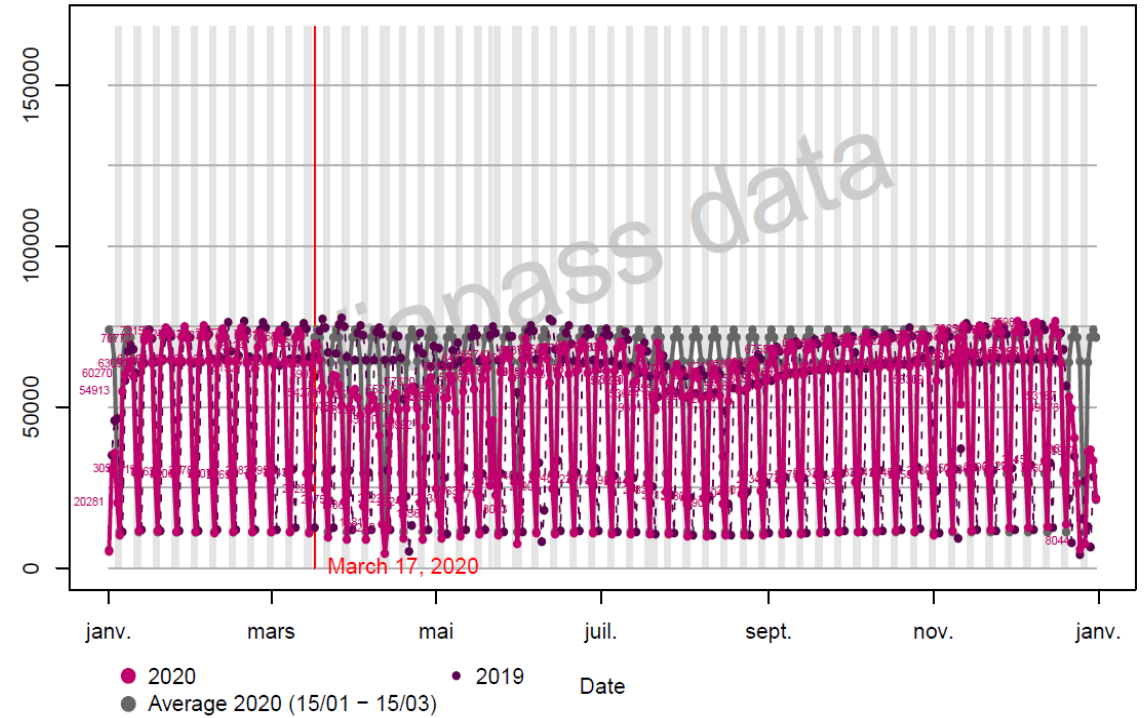
Other examples of use of the system: Covid-19



COVID-19: Split BE / Non-BE



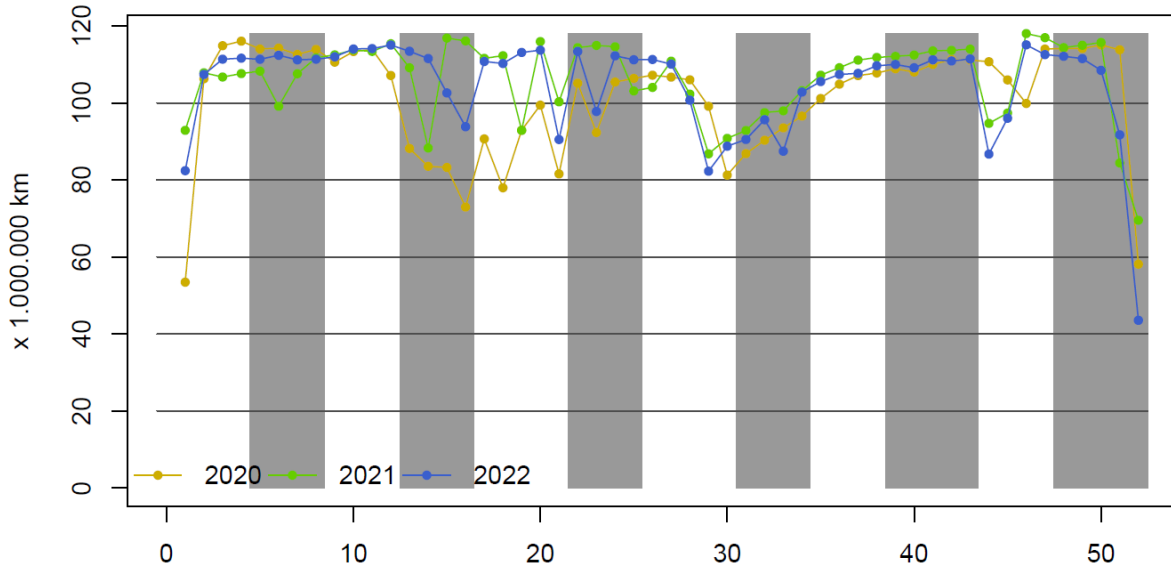
Belgian LPN



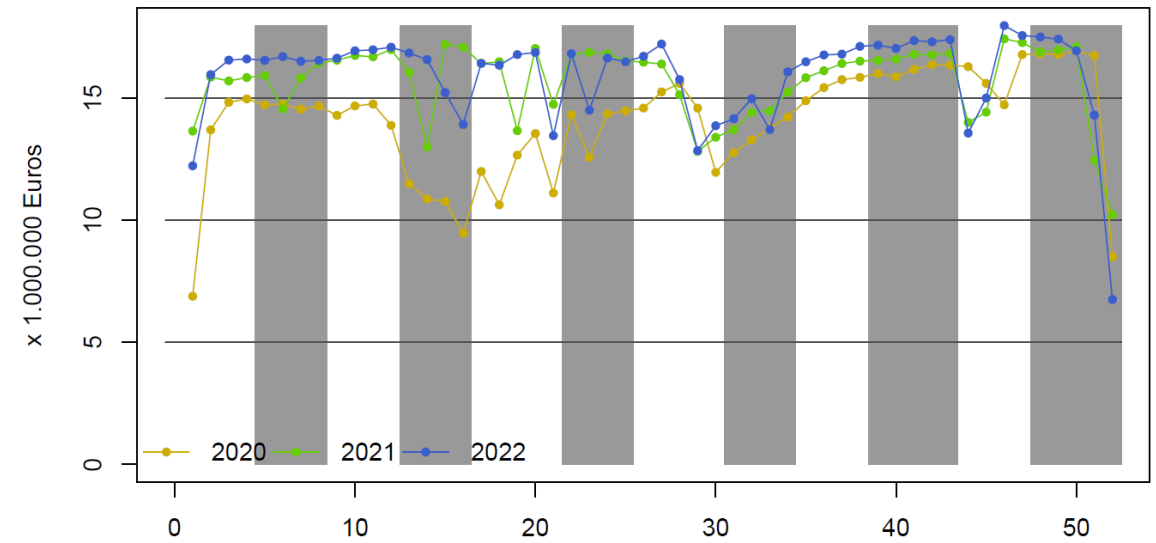
Non-Belgian LPN

Impact conflict in Ukraine ?

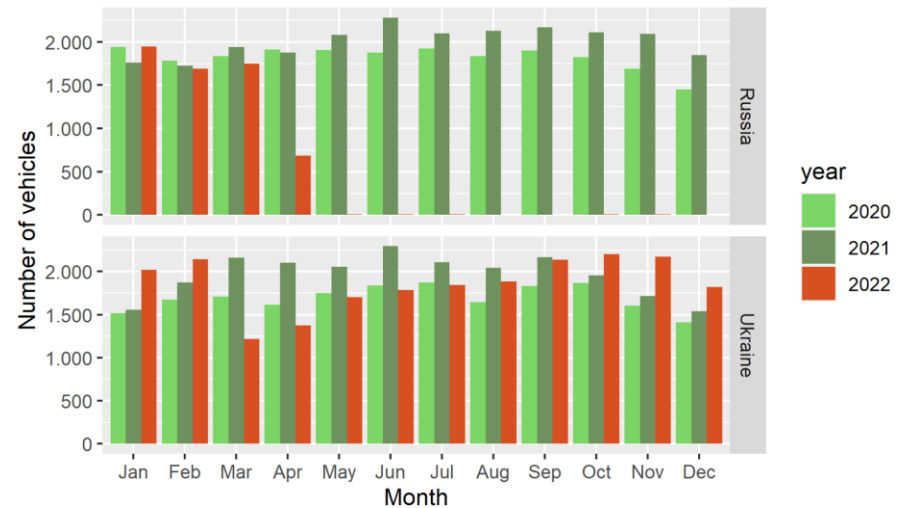
Tolled distance



Tolling



Number of vehicles registered in Russia and Ukraine per month



Tolling is a very evolutive topic

- Greening reached its ceiling (in today's scheme).
- New schemes to be studied / implemented/applied:
 - CO2-tolling, Clean trucks, EV, other categories (LCV?..)
- Initial DBFMO is over its half (Year 7 of 12)
 - Reflection on new tolling setup to initiate by 2025 latest.
- New technologies to be studied/tested/implemented:
 - BYOD (Bring Your Own Device/Data) => phasing out toll boxes?
 - Central toll detection, WiFi Tolling, integrated tolling platforms and OBE tolling (smart tacho, in vehicle equipment etc.)
 - Use tolling as a platform for other purposes
 - Link tolling technology and “measurement” of shared concepts
 -

Conclusions

- User pays principle
- Use of free flow, modifiable GNSS-Based tolling
- Performant Control = Fair contribution of ALL users
- Stimulate greening of the fleet
- Stimulate load optimization ✓ ?
- Be future proof and be a performant monitoring tool/data source
- Be fully EETS compliant
- Generate stable revenue for infrastructure and mobility

Pay for use is the future

So YES, a well implemented RUC system can generate funding for our roads (*as old revenue schemes will decrease or even disappear*)

Setting up RUC schemes force us to reflect on link between *use* and *revenue*

If it is well set up, it also can be so much more.

Viapass 平 快 通 輪

**Road charging for
heavy goods vehicles
+ 3.5 T**

From April 1st 2016

Viapass



More information (NL / FR / GE / EN)

www.viapass.be

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