

The Netherlands.
Westerscheldetunnel.
General Report 2007.

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. The other tolled motorway is the “Kiltunnel”, a tunnel of about 0.75 km, of which only the tunnel itself is tolled.

Investments

In 2007 no major new investments have been made, except for some improvements at our toll plaza, office building and software.

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.

Traffic

In the year 2007 the traffic (all types together) increased with about 6.1% compared to 2006. This is considerably more than the forecast for 2007, for which year the calculated growth was about 2 %.

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 2007 the average tariff on the toll plaza was 3.7% higher than in 2006. The average received toll increased with a growth of about 8.5%, mainly due to the rather big increase of the number of traffic-passages.

The inflation in 2007 amounted ca. 2 %.

Revenues

The revenues from toll were ca. € 24.5 million.

Safety

In 2007 fortunately no fatal accidents happened; there were only two 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 are 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. This will require intensive technical and policy-related cooperation with Belgium, France and Germany. Passenger cars will follow a year after the launch of freight transport. The complete system roll-out will be scheduled for 2016 and beyond. 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, especially in the area between Amsterdam, Utrecht and The Hague.

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

MAIN ASECAP KEY FIGURES

Country : The Netherlands	2007
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	€ 24.467.000
Permanent staff	56
Average daily traffic (LV)	11.724
Average daily traffic (HV)	1.731
Average daily traffic (LV+HV)	13.455
Total number of accidents	3
No. of personal injury accidents	2
No. of dead	0
Km travelled (10 ⁶ x km)	103,3
No. of toll plazas	1
No. of lanes	14
No. of teletoll equipped lanes	14
No. of teletoll subscribers	43.122
No. of rest areas (with stations services)	-
No. of rest areas	1
No. of restaurants	-
No. of hotels	-