

N.V. Westerscheldetunnel

Report 2014

2014



Maakt meer mogelijk!

Network length

The length of the Westerscheldetunnel and connecting roads is 20 kilometres.

Investments

In 2014 the renovation of the control room was finished. In the control room the the Westerscheldetunnel and the toll plaza are operated. From May 23rd also the new Sluiskiltunnel will be operated from this control room. The Sluiskiltunnel is a tunnel under the canal from Terneuzen to Gent (Belgium) which is owned by the Province of Zeeland.

Financing

The Province of Zeeland holds 100% of the shares of N.V. Westerscheldetunnel; 47% of the annual income is generated by a subsidy from the Province of Zeeland. The other 53% is income from toll charges.

Toll charges for the Westerscheldetunnel are only temporary: In 2033 the Westerscheldetunnel will be toll-free.

There are no investments in infrastructure foreseen in 2015.

Traffic

In 2014 traffic increased by 4% compared to 2013. For 2015 a slight growth is foreseen. In 2014 heavy vehicles increased with 6,7%. We didn't realize that an increase since 2009.

On December 22nd for the first time we passed the 6,000,000 passages. The average number of passages in 2014 was 16.717.

Teletoll subscribers are responsible for 67,8% of the traffic.

Tolling system

At the Westerscheldetunnel a custom made tolling system is in operation. For the Teletoll subscribers we use an OBU with infrared technique so that subscribers can easily pass without stopping at our toll plaza. In 2015 an study will be presented if it's possible to change to a different technique (based on radio waves) were the OBU can be changed into a sticker without a battery.

Tolls

As a result of the positive renewal of the main maintenance contract we are able to reduce a decent amount of costs. Our policy is that clients also should benefit from this cost savings. In 2014 the toll tariffs are the same as 2013, 2012 and 2011. The tariffs will remain the same in 2015.

In 2014 the average charge for light vehicles was € 0.25 per kilometre. The charge for teletoll subscribers was € 0.19 per kilometre.

In 2014 the average charge for heavy vehicles was € 1.25 per kilometre. The charge for teletoll subscribers was € 0.95.

Toll is collected as a fee. The toll is subject to VAT (21%). There are 5 classifications in witch length and height are the two determining factors.

Regular fee (incl. VAT):

		 		
1	2	3	4	5
2014: € 5,00	2014: € 7,45	2014: € 18,20	2014: € 25,00	2014: € 2,50

Subscriber fee (incl. VAT):

		 		
1	2	3	4	5
2014: € 3,80	2014: € 5,70	2014: € 13,90	2014: € 19,00	2014: € 2,50

Subscriber fee (incl. VAT) after 150 passages:

		 		
1	2	3	4	5
2014: € 3,05	2014: € 4,55	2014: € 11,15	2014: € 15,25	2014: € 2,00

Safety

In 2014 there were fortunately no fatal accidents.

Forecasts and tendencies

On May 23rd 2015 the Sluiskiltunnel will open. This is an opportunity for the Westerscheldetunnel because clients are able to travel between Goes (Netherlands) and Gent (Belgium) without interruption. The Sluiskiltunnel will not be subject to toll charges.

Main Asecap key figures

N.V. Westerscheldetunnel	2014
Network length	
2 x 2 lanes	20 km
2 x 3 lanes	-
2 x 4 lanes.....	-
No. of km under construction	-
Forecasts for opening motorway sections	
Annual toll revenue (in millions of Euros)	€ 27,6
Permanent staff	64.8
Average daily traffic (LV)	15.004
Average daily traffic (HV)	1.713
Average daily traffic (LV+HV)	16.717
Total number of accidents	8
No. of accidents resulting in personal injury	3
No. of fatal accidents	-
Km travelled (10 ⁶ x km)	122,0 mln.
No. of toll plazas	1
No. of lanes	14
No. of lanes equipped with teletoll	14
No. of teletoll subscribers	52,567
No. of rest areas (with station services)	-
No. of rest areas	-
No. of restaurants	-
No. of hotels	-