The next generation kilometer charge in Belgium

23rd of October 2025 - Wolubilis

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Agenda

- Lessons learned, first ideas
- Interactive session
- Drinks / Reception

"Alone you might go faster,

Together we get further ..."

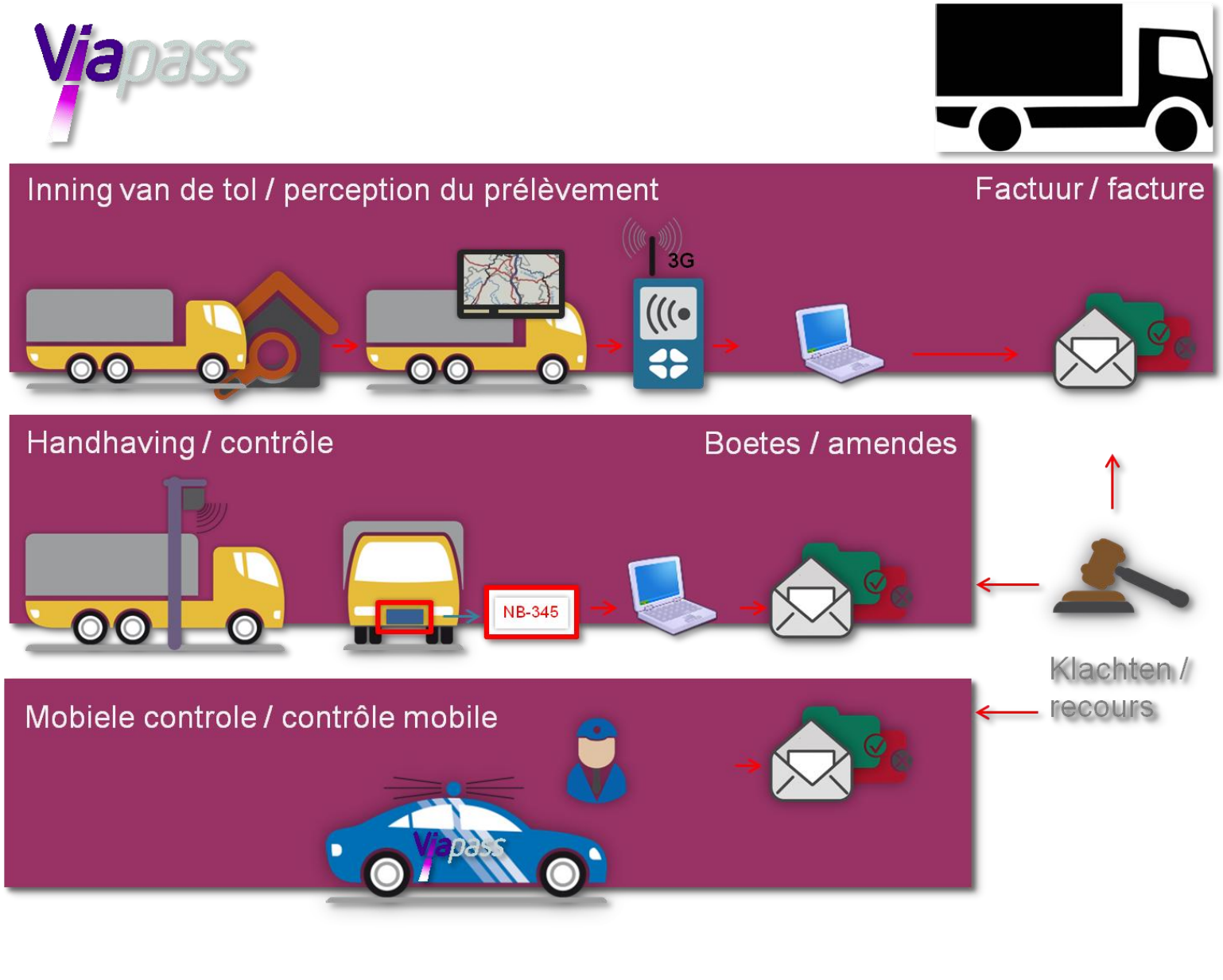
First things first

A few Preliminary remarks

- The goal Today is information gathering via an informal brainstorming session and is **NOT** part of any formal tendering process.
- For the same reason, we will not answer questions on timing (other than slide 9) nor tendering process, etc. The Formal tendering process will be started up in 2026 and made public via the foreseen channels.
- *You are being filmed* – this is also to ensure we record the gathered information
  - The microphone is not for amplification, it is for recording. Please stand up and present yourself when participating.
- The slides and the video will be available for download from 30 October on Viapass.be in the Faqs&Ressources tab (*Or scan the QR code on your badge*)
- Questions, remarks, extra info etc. are always welcome on info@viapass.be
- Green and Red cards: interactive opinion
- We are looking forward to your input so let's get started!

Lessons learned, First ideas

2014 => One Stop Shop



The system Today

- Tolling for HGV + 3.5T for transportation of goods.
- Solution is "*Provider driven*" from detection to payment to the authority.
- Tolling system is very stable and is well perceived by the Political authorities (stable revenues, greening incentive, useful info, …)
  - *Let us keep it that way…*
  - *Is a very stable system synonym for a "rigid" system?*
- System today is well adopted and accepted by the user
  - *Can we improve? →Inputs from transport federations on user friendliness*
  - *Flexible solutions? (for example, route ticket booking)*
- Very strong enforcement → Good results (99.4 % full compliancy)
  - *Can we do better?*
- Sometimes, changes can have a big impact on workload
  - *Can we improve ?*

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Multi provider setup

3 In toll domains

MIXED VAT/TAX revenue model

Surveillance

24/7

365/365

400,000 control moments **/working day**

145,000 – 150,000

HGV

/working day

3,5 – 4,0 M euro

TOLL

/working day

0

outage days since 01/04/2016

2023

888 M EUR

2024

1015.9 M EUR

2025

Est. 1100 M EUR

Renewal of the running NSP-contract

Formal contract end
31/03/2028

→

Possible extension
3 x 1 year

→

This is our built-in safety net. It can only be activated by unanimous decision of the 3 Regional Governments together

Scope of our work Today

- The definition of toll-liable vehicles is a political decision and therefore out-of-scope,
- Current assumption = no changes, except marginal adjustment of exemptions rules

- Tolling for HGV + 3.5T for transportation of goods.
- Context and volumetrics same as the actual system
- We do not discuss on LCV nor passenger car tolling

Interactive session

Tolling technologies / On-Board Equipment

Macro-Architecture

- **We are thinking of a central toll detection.**
- Context:
  - Central Toll Detection seems to be the trend in new Toll Domains rather than our current Toll Service Provider-dominant system.

  - Is the "one Truth principle" a valuable argument?
  - What about Data Privacy sensitivity?
  - What about shared responsibilities?

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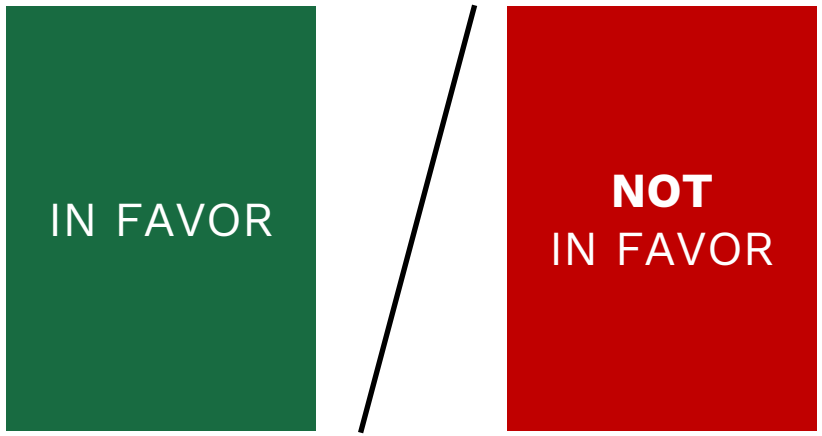
Macro-Architecture

- **We are thinking of a central toll detection.**
- Context:
  - Central Toll Detection seems to be the trend in new Toll Domains rather than our current Toll Service Provider-dominant system.

- **What is your opinion ?**



Tolling Technologies - From OBU to OBE(S)

- **How do you see the evolution of tolling technologies?**
- Here are some ideas:
  - Traditional OBUs will remain the majority for the next +/- 7 years,
  - But: increasing share of On-Board *Equipments*: smart-Tacho, smartphones, etc., within the next 5 years
  - Tolling app embedded within a truck « car play » system: unlikely in the short or medium term ?

Tolling Technologies - From OBU to OBE(S)

- **After our discussion, do you think that the OBU will be replaced (within 10 years) by other technologies (thus, should we consider an "open" platform)?**

- **What is your opinion ?**

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Tolling Technologies – "Open" Ticket Booking

- **Allow all TSP to offer a Route Ticket booking to their customers?**
- Here are some ideas:
  - The National (Central) Toll Detection provider offers an API to compute the path and associated toll of a given route,
  - Separate « *National Ticket Provider* » managing the frontend app, customer details, payment, etc.,
  - EETS who choose to do so could offer tickets to their customers (with computation through the API of the CTDS provider) through either a full frontend app, or more limited tool accessible to CS agents (matter of their choice!)
  - But tickets possibly limited to X days per year.

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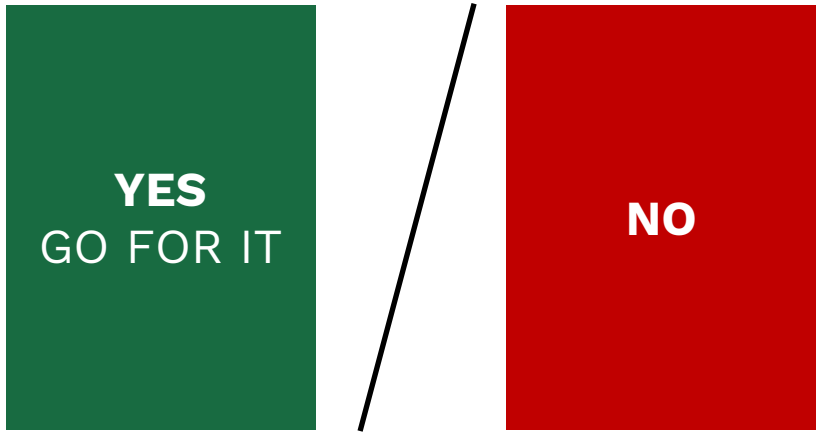
Tolling Technologies – "Open Ticket Booking"

- **Should we consider a type of "Open- ticket booking" allowing all SP to offer route-tickets?**
- **What is your opinion ?**

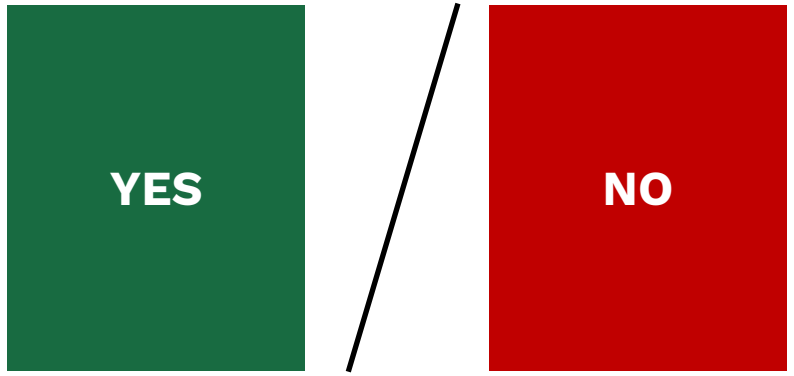


- **Discussion + arguments Pro / Con**

Enforcement technologies

Enforcement – Use of DSRC ?

- **Does DSRC keep an added value for enforcement compared to video enforcement in a GNSS toll domain with a significant share of non-DSRC tolling devices?**
- **In other words: Do we keep DSRC mandatory or not?**
- **What is your opinion ?**



- **Discussion + arguments Pro / Con**
- **Ideas on share of non-DSRC tolling devices in the future?**

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Enforcement – "Post-payment principle" of road toll

- **What is your experience with a post-payment principle for toll ?**

- Why this question?

  - The term "*post-payment*" should be interpreted as allowing non-payers a certain period of time to pay the toll due (fo*r 24 or 48 h after having driven*) + an administrative fee before triggering the formal fine process
  - This to be more user friendly, increase collection rate, and lower the administrative burden for sending out and handle fines

  - **Do you have any thoughts or feedback for us on this kind of solution?**

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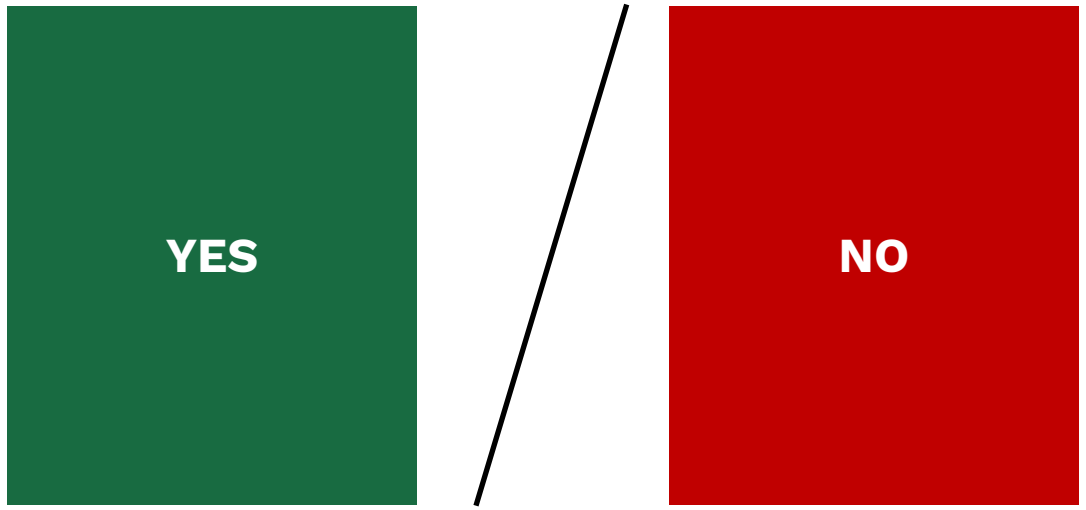
Enforcement – "Post-payment principle" of road toll

- **Do we need to consider a post-payment principle for toll ?**
- **What is your opinion ?**



Enforcement – Detection systems and camera's

- **What is your experience in (new) detection systems for tolling and tolling enforcement?**

- There are now a lot of ANPR cameras and other sensors along the road. Can we leverage them for Enforcement of the kilometre charging system?
- Is it possible to integrate the sensors (ANPR, etc) of other detection systems in the enforcement of tolling?

- **If you know examples in other toll domains, we are interested!**

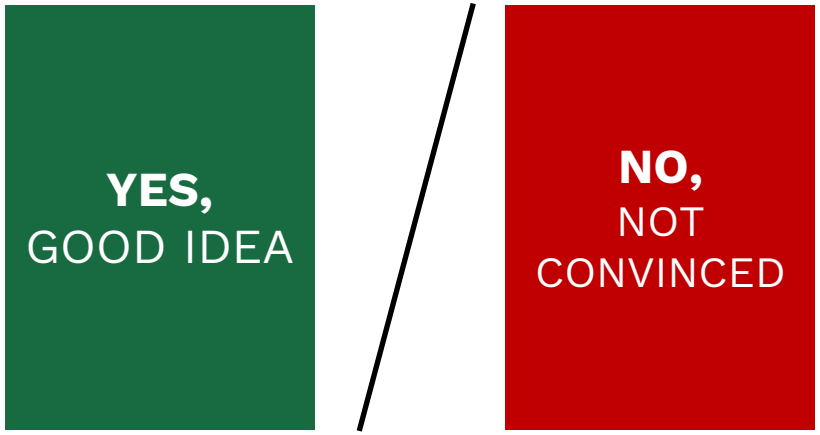
Administrative / In general

Local (Belgian) Customers

- **Is it an option to incentivize existing (EETS) providers to onboard small & local Belgian road users as customers?**
- Context:
  - No '*National Service Provider OBU*' could be a cost and complexity saver. But it requires ensuring that all regular road users, including those driving only in Belgium, can get an OBU from an existing (EETS) provider

Is this a good idea,

or rather a brain twister ?



- **Discussion / arguments / examples / risks**

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Open questions

The floor is yours

This is the moment to launch that brilliant idea that popped up, this important message that you wanted us to know, this incredible technical evolution you heard of, things you absolutely want us to take into account etc.

- **From your point of view, what are the most important items to consider in the next system?**
  - **Customer experience**
  - **Technical architecture**
  - **Technological evolutions**
  - **Enforcement**
  - **Legal / Admin**
  - **What is the most important information we must provide from the onset of the renewal project?**

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Thank you for your time.

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