



Ministerie van Infrastructuur
en Waterstaat

Trucktoll in the Netherlands

On the road to a sustainable
transport sector

Ministry of Infrastructure and Water Management

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Approach to TruckToll

- 1) Introduce pay-per-use for trucks driving in the Netherlands
 - Specifically: vehicles in category N2 and N3
 - Eurovignette stops in NL
 - Road tax for trucks lowered
 - Starting July 1st 2026
- 2) Make the Dutch road transport sector more sustainable and efficient





How does Trucktoll relate to sustainability?

- › Improves the business case of ZE trucks in NL
 - Much lower rates for ZE
 - Net proceeds used for subsidies for electric trucks and charging infrastructure
- › Paying per km promotes logistical efficiency
 - Also, subsidies available for logistical efficiency





Effects

- › ZE-trucks become more attractive coming years
- › Equal effects of the TruckToll itself and the subsidies
- › **13.000** extra ZE-trucks by 2030
- › At that point 1/6 trucks in NL will be ZE





Differentiated rates

- › We go live with CO2-based rates
- › Rates also based on:
 - EURO-emission class
 - within CO2-emission class 1
 - Technical maximum mass of the combination
- › Average rate is € 19,1 cent
- › 80% discount for ZE-trucks
- › No general exemption for ZE
 - Except for ZE-trucks up to 4.250kg





Examples (38-ton trucks)

- > **€ 34.9 cent** for euro 3
- > **€ 20.1 cent** for euro 6
- > **€ 3.8 cent** for ZE
- > See www.trucktoll.nl for the rates





A12 Motorways (A-roads)
A15 National roads (N-roads)
Municipal roads

Which roads?

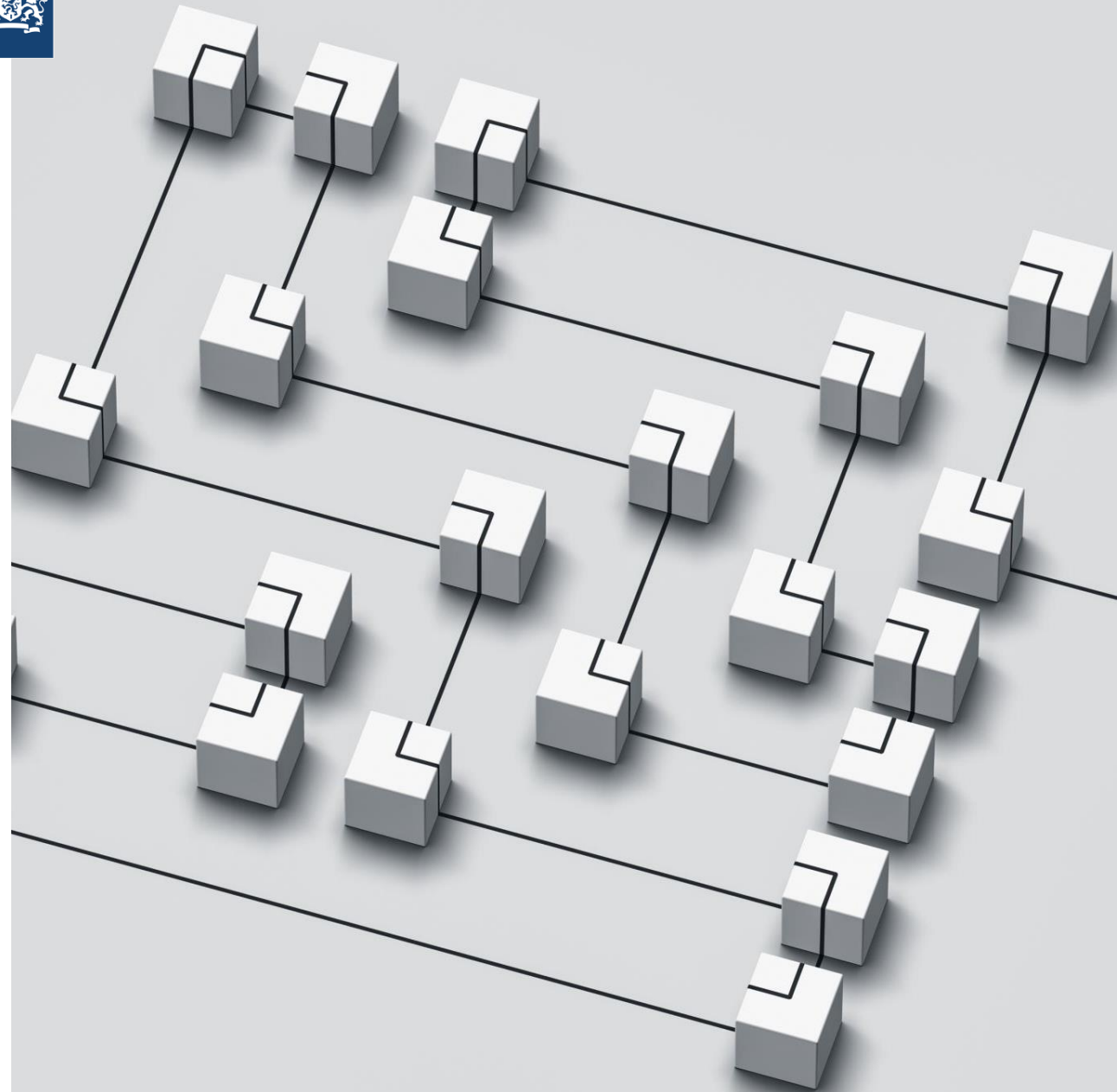
- > Almost all highways
- > Some provincial and municipal roads
- > Carefully chosen
 - to prevent diversion to local roads
 - Also, monitoring possible diversion traffic on other roads





The 3 components of the charge

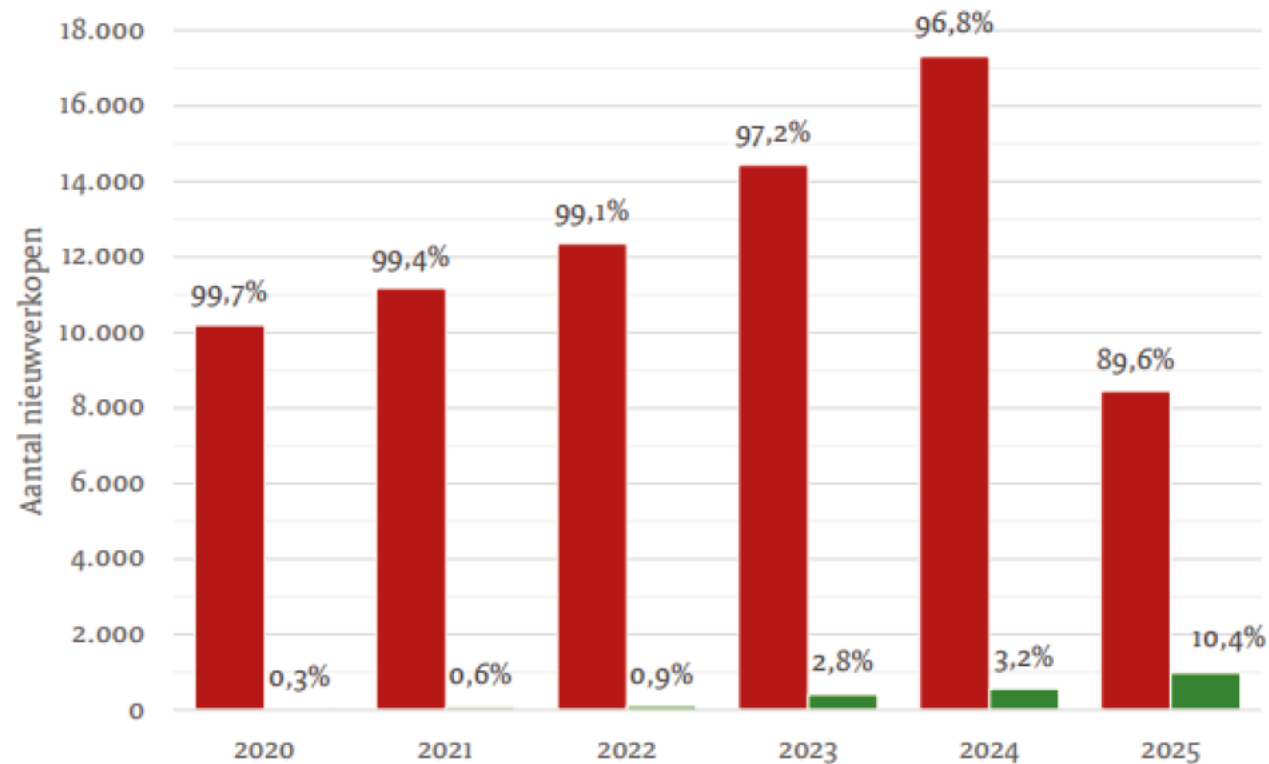
- > Trucktoll formally consists of:
 1. An infrastructure charge
 2. An external cost charge for CO₂-emissions
 3. An external costs charge for noise and air pollution
- > Discount on infrastructure charge for ZE-emission trucks





Sharp increase in share of ZE trucks (in green) in truck sales in NL in 2025

Figuur 12 Samenstelling nieuwverkopen





Trend will continue coming years:

Expected Division of millions of kilometers driven per year per emission class in 2026 and 2030

2026

CO2-1								CO2-2	CO2-3	CO2-4 (PHEV)	CO2-5 (ZE)	Total
EU0	EU1	EU2	EU3	EU4	EU5	EU6	EU7					
29	6	12	19	19	116	7.276	0	358	90	3	246	8.173
0,4%	0,1%	0,1%	0,2%	0,2%	1,4%	89,0%	0,0%	4,4%	1,1%	0,0%	3,0%	100,0%

2030

CO2-1								CO2-2	CO2-3	CO2-4 (PHEV)	CO2-5 (ZE)	Total
EU0	EU1	EU2	EU3	EU4	EU5	EU6	EU7					
12	2	3	4	2	21	5.902	1674	0	0	0	639	8.260
0,1%	0,0%	0,0%	0,0%	0,0%	0,3%	71,5%	20,3%	0,0%	0,0%	0,0%	7,7%	100,0%

Source: Varianten voor tariefstructuur vrachtwagenheffing bij implementatie herziene Eurovignet-richtlijn Revnext, 2023