



Rijkswaterstaat
Ministry of Infrastructure and the
Environment



Implementation of high productivity vehicles in The Netherlands

*Implementing HPVs without
requiring a PBS approach*

IRTenZ 4-6th August 2015





Content

1. Introduction
2. Type of HPVs in The Netherlands
3. Basic principles HPV-policy
4. Regulation HPVs
5. HPVs network assessment
6. Use of HPVs in Logistics
7. Current developments
8. Conclusions





Rijkswaterstaat

Executive organization of the Ministry of Infrastructure and Environment, responsible for the main water systems, main waterways and main highways network





The Netherlands

41, 526 km² , almost
17 million people, 83%
living in cities.

Port of Rotterdam
largest in Europe, 8th
largest port of the
world



Expected growth of road freight transport

High growth scenario: 57% in million Tons and 13% in number of runs

Low growth scenario: 14% in million Tons and -3% in number of runs





Type of HPVs in The Netherlands

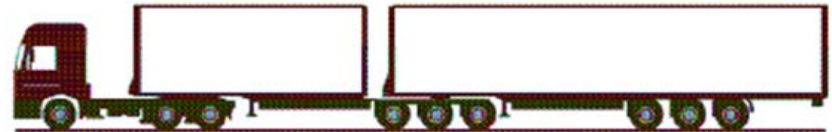
A + D most popular
B is upcoming

A



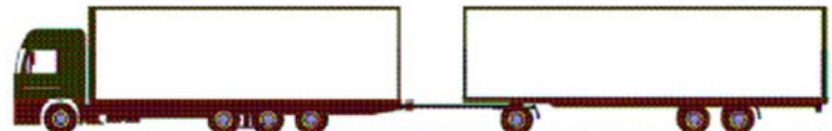
Tractor + semi-trailer + center axle trailer

B



Tractor + semi-trailer + semi-trailer (B-double)

C



Truck + trailer

D



Truck + dolly + semi-trailer

E



Truck + two center axle trailers



Manufacturers just for the Dutch market: Ginaf and Terberg



Basic principles HPV-policy





Prescriptive regulation

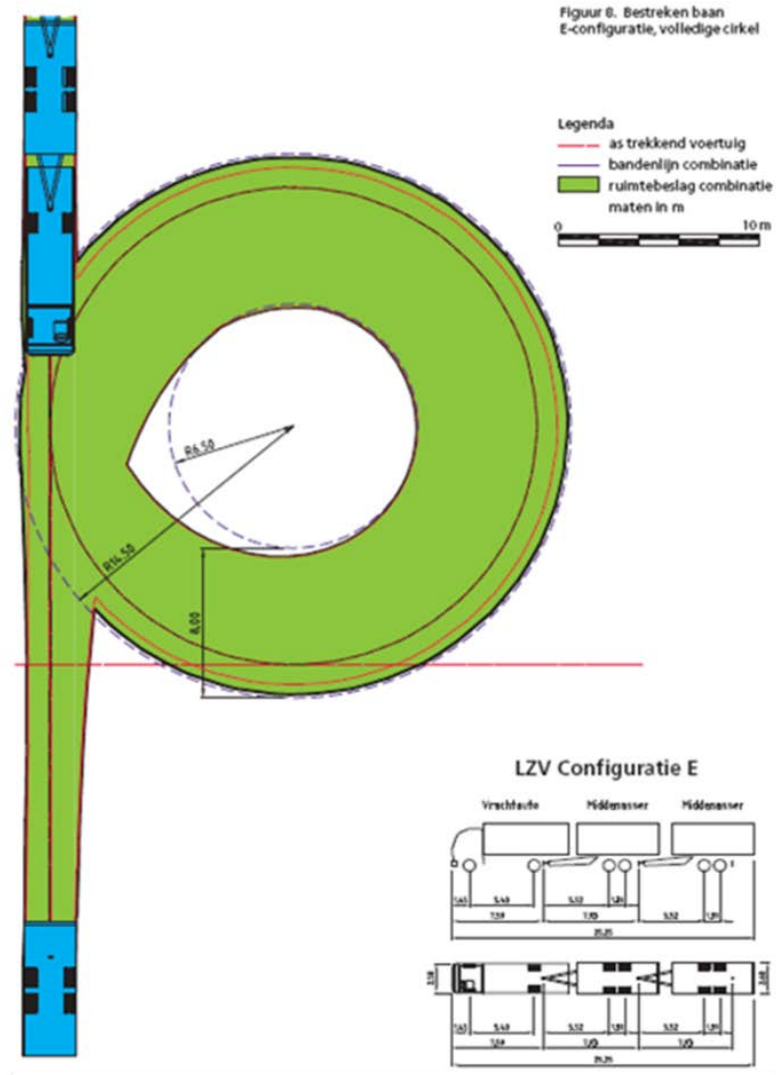


Driver: extra certificate; 5 years experience; no confiscation of drivers license in the last 3 years

But ... one sparkle of PBS

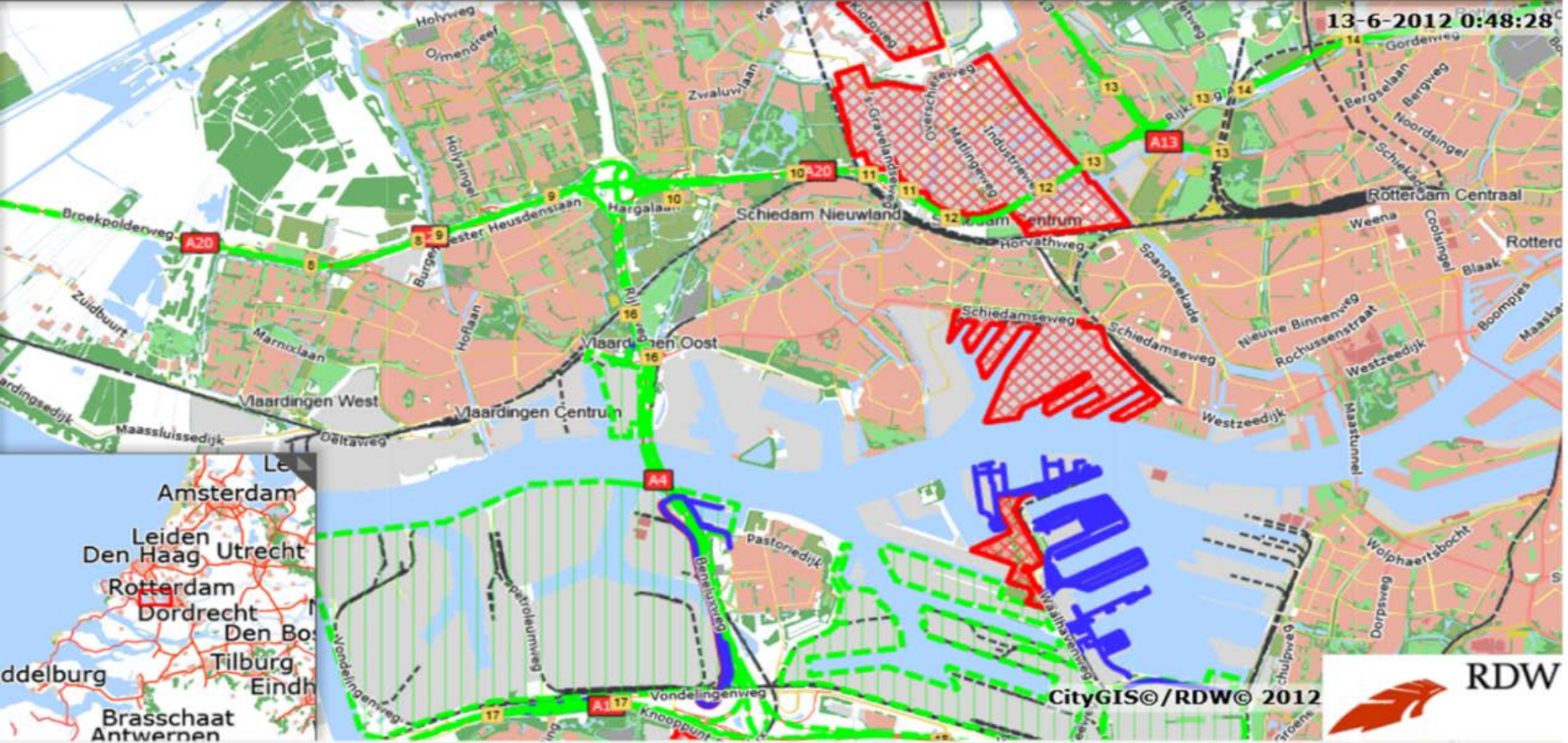
Low speed swept path manoeuvre

Describing a circle with an outer circle radius of 14.50m and an inner circle radius of 6.50m, without exceeding the lines.





HPVs network assessment





Use of HPVs in Logistics



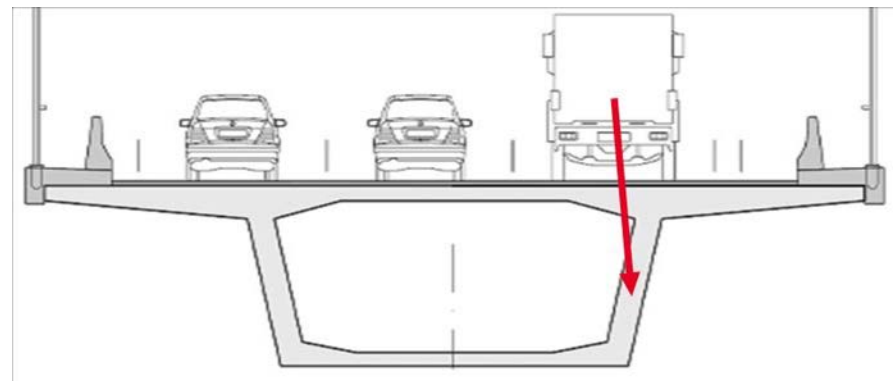
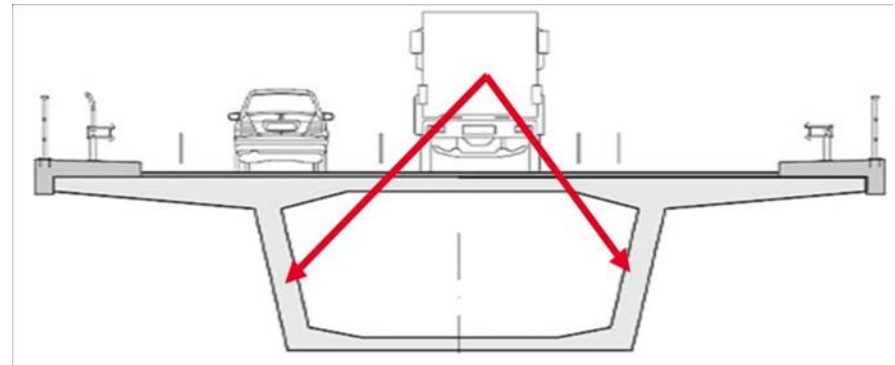


Type of goods



Current development: ageing infrastructure, less means

One truck can be compared to 200.000 cars





Political decision needed (August 2015)

Transport segment	Gross weight	Axle loads
Regular transport	6,5%	19,7%
Abnormal loads	13,3%	41,8%
25.25m/60T	7,2%	30,9%
Mobile cranes	49,3%	92,8%





Current development: Swedish situations

Section of 13km, twelve bridges, one railway crossing





Current development:
truck platooning Market
introduction within 5 years





Conclusions

HPVs (25.25m/60T) generally accepted, no significant accidents

Concept works in inter-city freight transport and transport between transshipment points on relatively short distances

Further enlargement of length and weight highly unlikely or in a very restricted context

Political focus is on bilateral agreements and harmonization of HPV cross border traffic and on platooning trucks



Thanks for your attention
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