



# RAIL TRANSPORT IN THE NETHERLANDS

The current state and the future developments

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3 september 2008

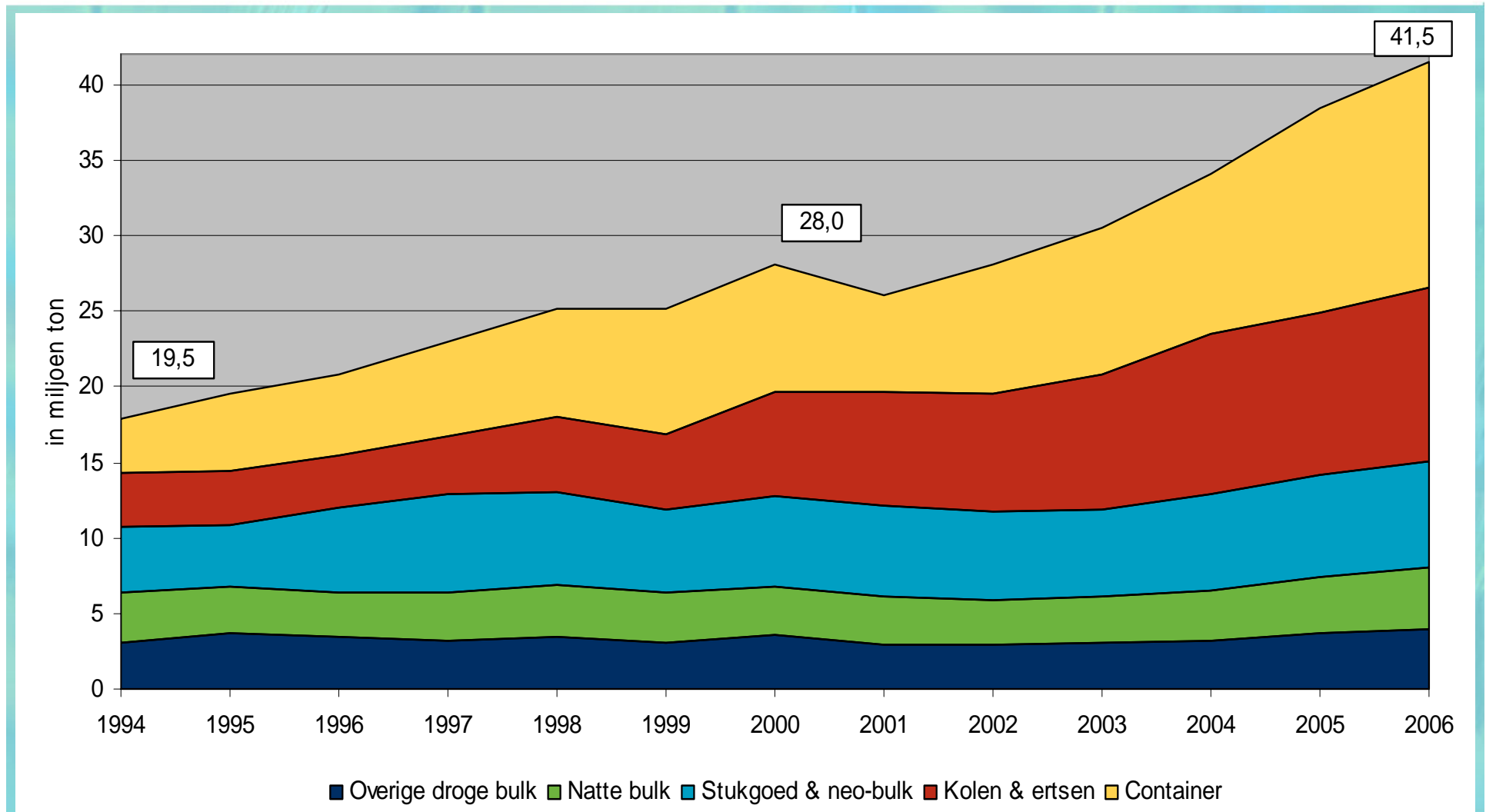


# SUBJECTS

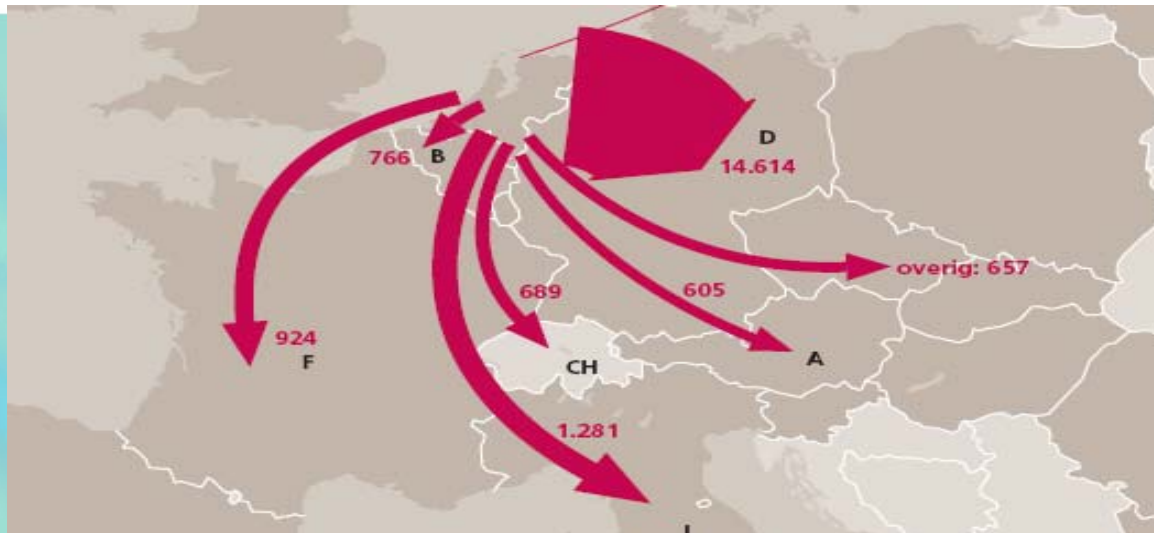
- **Current developments in the Netherlands**
  - Betuweroute
  - Terminals
  - Maasvlakte 2
- **Corridor approach**
- **Future: Route strategy rail freight 2020**

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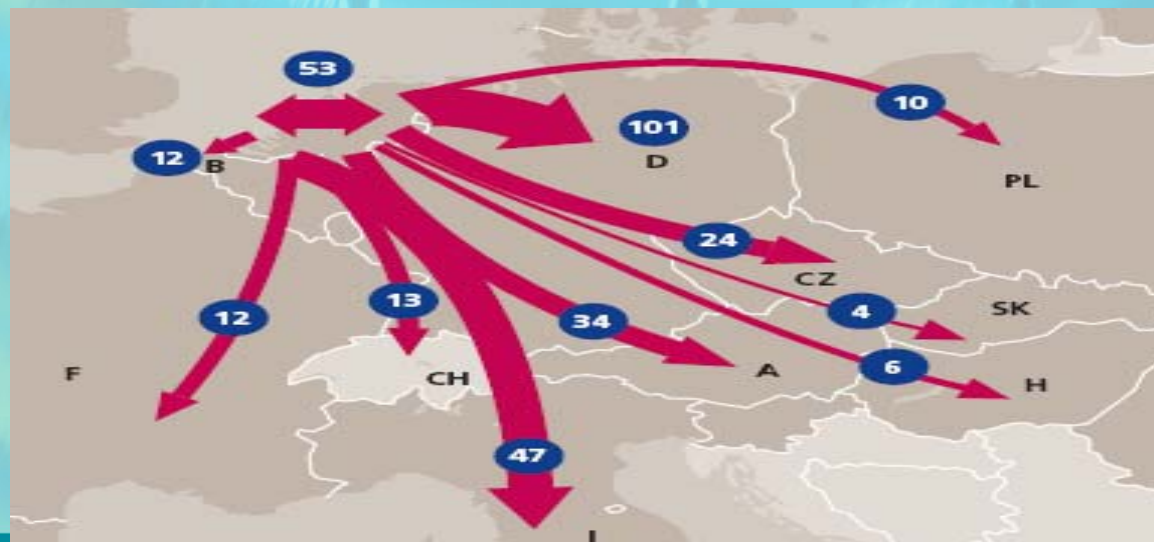
# Rail freight: enormous growth: NL forecast 2020 80-90 mn ton



# Rail freight transport



Million tons 2006,  
less return



Intermodal shuttles  
(35%) per week  
May 2007

# Betuweroute: new hightech connection to Germany



- Dedicated route for rail freight 160 km
- Avoiding cities, no crossings, 120 km/hr
- 18 km tunnel 130 viaducts and bridges
- Electrified with 25KV
- Signalling meets the European standard (ERTMS)

# Betuweroute: further measures for improvement

- On infrastructure: Optimisation Harbourline-Betuweroute, (ERTMS, 25kV, third track, access tracks)
- On procedures: Short term chain optimisation Harbourline (utilisation, punctuality, parking)
- On capacity: finetuning capacity and traffic management with DB Netz

# Terminals: measures for improvement

- Opening new Bertschi Rail Terminal Rotterdam 2007
- Euromax Ship Terminal Maasvlakte Rotterdam 2008 with rail connection
- Extension of RSC Rail Terminal Rotterdam in 2009
- Studies concerning terminals: Rotterdam-Genoa, Ministry
- Capacity in 2006: 11 mio TEU
- 2030: 34 mio TEU
- max 35% by road, 20% by rail (now 10%)
- Rail: now 1 mio TEU, in 2030 4-6 mio TEU

# Maasvlakte 2: up to 34 million TEU in 2030





# Corridor approach: Rotterdam-Genoa: Basics

- MOU January 2003 among Ministers focussing at quality of rail freight services
- Agreement on seamless customs procedure EU-CH regarding rail freight, June 2004;
- MOU on cross-border train drivers NL-DE, 2005;
- Letter of Intent deployment ERTMS on corridor, March 2006;
- MOU on cross-acceptance of approval procedures for rolling stock, June 2007
- Agreement on cross acceptance rolling stock (dec 2007)

# Corridor Rotterdam-Genoa: linked to Retrack corridor



## European dimension

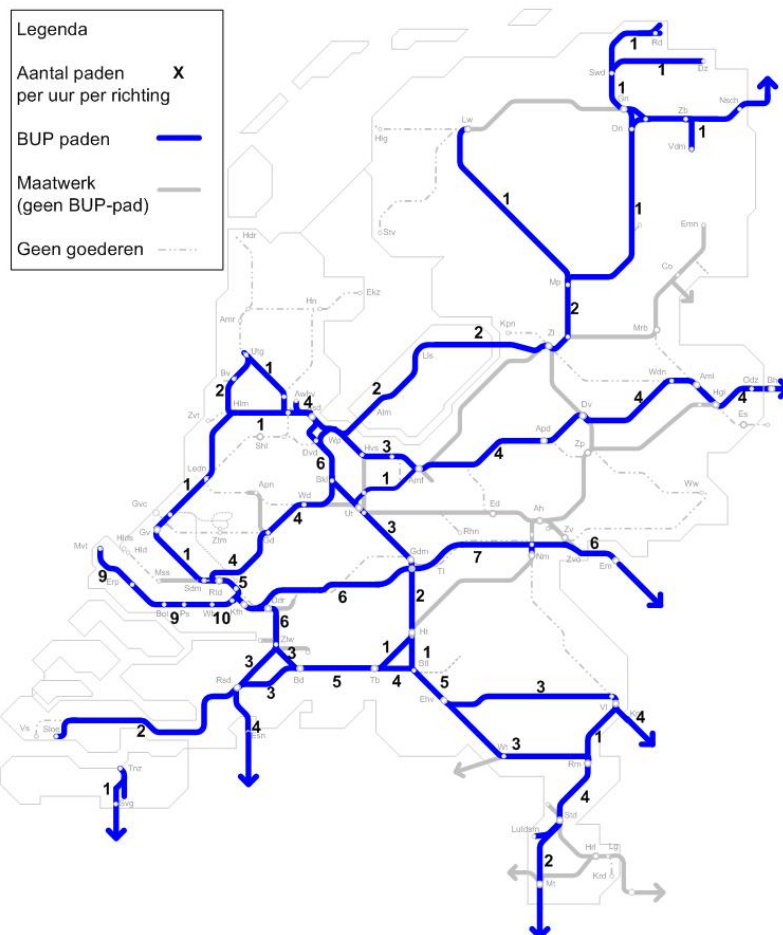
- Train driver licence, directive 2007/59/EC
- EU Communication about rail freight oriented network (Oct 2007)
- Ongoing: Noise, ERTMS, TEN-T, research, etc.

# Future: Route strategy rail freight 2020

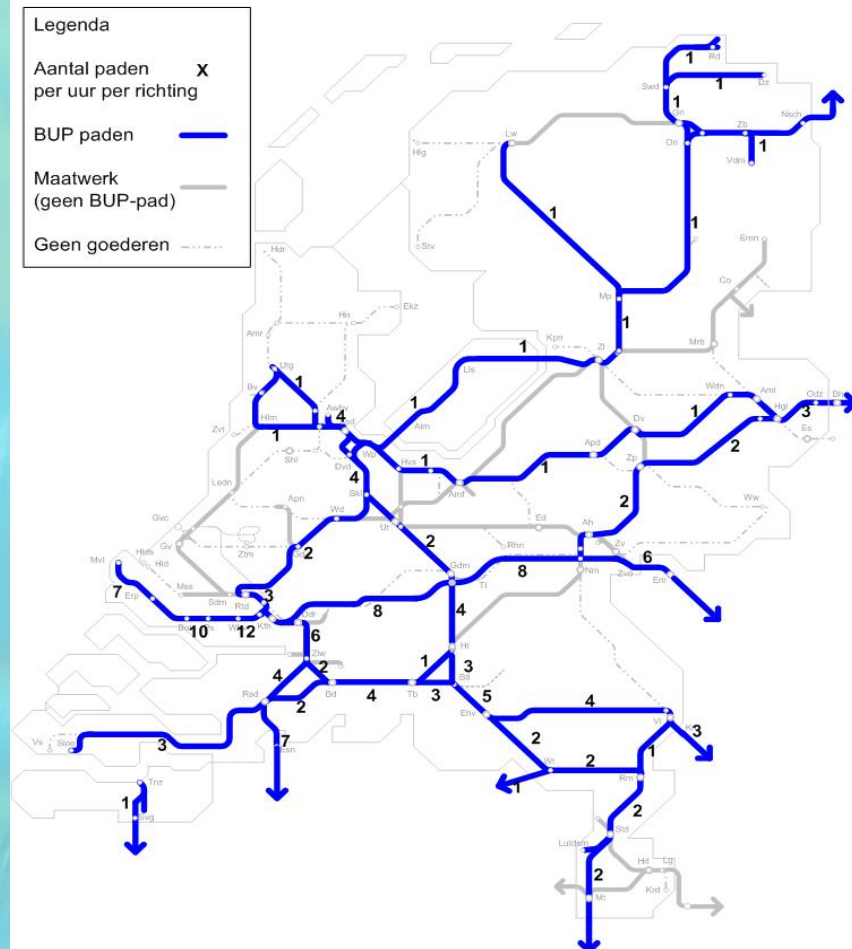
- Trend towards high frequent passenger transport in Randstad Metropole in combination with predicted growth rail freight transport will cause capacity problems
- Betuweroute created new possibilities for rerouting freight transport
- 4,5 billion Euro is needed for program high frequent rail transport 2020
- Part is needed for rerouting rail freight around Randstad.
- Solutions are selected in study, decisions are foreseen in 2010

# Future: Route strategy rail freight 2020

Goederenroutering 2020 Nulalternatief  
(obv LMCA Marktverwachting Specificaties ProRail 2020 Max)



Goederenroutering 2020 Spreiden  
(obv LMCA Marktverwachting BRG 2020)



# Conclusions

- Rail freight is growing fast
- Corridor approach is good to solve problems and development of rail freight transport:
  - Better cooperation
  - Technical improvements necessary
- EU policy: freight oriented network
- Infrastructure in NL (Betuweroute) is ready for further growth and further investments
- Retrack will help the development of international rail freight transport

# Thank you

