



Ministerie van Verkeer en Waterstaat

Priority decision

High-Frequency Rail Transport Programme



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Additional rail capacity

There will be 6 intercity trains and 6 Sprinters (all-station regional trains) every hour on the busiest rail routes in the country and there will be additional rail capacity for freight transport. This is the crux of the decision made by the Dutch Government on 4 June 2010 regarding the development of the High-Frequency Rail Transport Programme (abbreviated to PHS in Dutch). This decision is based on the proposal by the Minister for Transport, Public Works and Water Management, Camiel Eurlings. As a result, rail travel will become more attractive to both passengers and freight forwarders. The decision represents a choice for sustainable mobility.

Timetable-free travel in 2020

Passenger travel

This Cabinet decision has green-lit ambitions for timetable-free travel¹ on the busiest route sections in the Netherlands. In concrete terms, this means that:

- On the Schiphol – Utrecht – Arnhem – Nijmegen route there will be 6 intercity trains an hour, 4 of which will continue on to Nijmegen. The ICE (international train) will also use this route, travelling from Amsterdam via Utrecht and Arnhem and on to Germany. On the section between Arnhem and Nijmegen, there will, in addition to the 4 intercity trains from Utrecht, be room for 2 intercity trains from Zwolle to Roosendaal as well as 4 Sprinters. There will be 6 Sprinters an hour between Breukelen and Driebergen/Zeist train station.
- On the Alkmaar – Amsterdam – Utrecht – Den Bosch – Eindhoven route there will be 6 intercity trains an hour. There will be 6 Sprinters an hour between Uitgeest and Amsterdam (the ‘Zaanlijn’) and between Geldermalsen and Utrecht.
- There will be 8 intercity trains an hour between The Hague and Rotterdam, including the HSA shuttle to Brussels (HSA is the high speed alliance between Dutch national railway company NS and airline KLM). Of the 8 trains, 4 trains will come from Leiden and 4 from The Hague. In the next phase of the PHS a decision will be made as to how the 4 intercity trains from The Hague Central Station will continue after Rotterdam. On the so-called ‘Brabantroute’ line between



Breda and Eindhoven, there will be an additional third and fourth intercity train. There will be 6 Sprinters an hour between The Hague and Dordrecht.

- For the Schiphol – Lelystad line (OV SAAL), see page 8.

See next page for an overview of passenger train frequency.

¹ Because of the intended high frequency of train services in 2020, timetables will no longer be needed.

Passenger train frequency

Indication of the number of trains per hour per direction on the busiest lines in the Netherlands in 2020 on weekdays between approx. 6.30 a.m. and 8.00 p.m.

| | 1 Uitgeest - Amsterdam | 2 Breukelen - Utrecht* | 3 Utrecht - Gelderm. | 4 Gelderm. - Den Bosch |
|------------------------|------------------------------------|------------------------------------|-----------------------------------|------------------------------------|
| 2010 time-table | 4 intercity trains 4 Sprinters | 8 intercity trains 4 Sprinters | 4 intercity trains 4 Sprinters | 4 intercity trains 2 Sprinters |
| 2020 priority decision | 6 intercity trains 6 Sprinters | 12 intercity trains 6 Sprinters | 6 intercity trains 6 Sprinters | 6 intercity trains 2 Sprinters |
| | 5 Boxtel - Eindhoven | 6 Utrecht - Maarn* | 7 Elst - Arnhem | 8 Leiden - The Hague |
| 2010 time-table | 6 intercity trains 4 Sprinters | 4 intercity trains 4 Sprinters | 4 intercity trains 4 Sprinters | 8 intercity trains 4 Sprinters |
| 2020 priority decision | 10 intercity trains 4 Sprinters | 6 intercity trains 6 Sprinters | 6 intercity trains 4 Sprinters | 10 intercity trains 6 Sprinters |
| | 9 The Hague HS - Rotterdam** | 10 Breda - Tilburg | | |
| 2010 time-table | 7 intercity trains 4 Sprinters | 4 intercity trains 2 Sprinters | | |
| 2020 priority decision | 8 intercity trains 6 Sprinters | 6 intercity trains 4 Sprinters | | |

* not incl. 1 ICE (high-speed train) Amsterdam – Germany

** incl. 1 HSA (high-speed train) The Hague – Brussels



OV SAAL

The OV SAAL project is a government initiative to improve public transport between Schiphol, Amsterdam, Almere and Lelystad. It has its own research and decision-making project, for which €1.4 billion has been earmarked. A set of measures for this line that will make high-frequency passenger trains possible in the medium term (by 2020) within the established budget, quality and capacity frameworks is not yet available. The short-term measures required for the Flevolijn (the line from Weesp to Lelystad Centrum) in Almere will be established quickly. For the medium term, the Cabinet will have an alternative solution drawn up, which should ensure timetable-free travel on this line as of 2020.

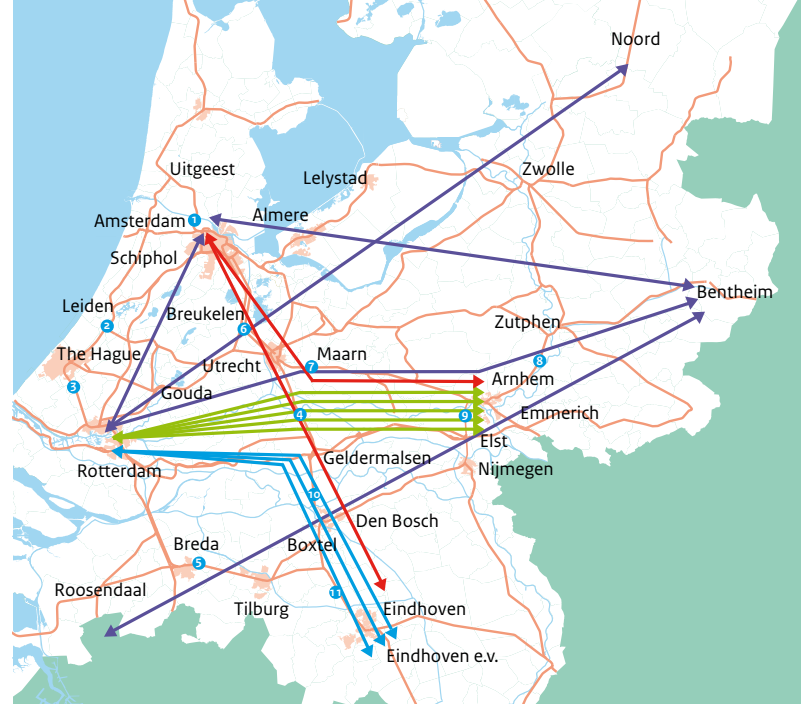


Optimal use of the Betuweroute line

Freight transport

The priority decision also provides for sound, safe and inter-linked routing of freight trains. Optimal use will be made of the Betuweroute line, a double-track freight railway from Rotterdam to Germany. This means that freight trains between Rotterdam and Oldenzaal – Bentheim will no longer travel via Amsterdam, but via the Betuweroute line and the IJssellijn (the line between Zwolle and Arnhem) instead. Freight trains between Rotterdam and Venlo will no longer use the Brabantroute line, but will go via the Betuweroute line and Den Bosch. In the future, freight trains travelling from north to south will operate according to the so-called 2/2/2 model: 2 trains an hour in each direction via Gouda, Utrecht and Arnhem, respectively.

| | 1 Uitgeest - Amsterdam | 2 Leiden - The Hague | 3 The Hague - Rotterdam | 4 Utrecht - Gelderm. |
|------------------------|------------------------|-------------------------|-------------------------|----------------------|
| 2010 timetable | 1 freight | 1 freight | 1 freight | 3 freight |
| 2020 priority decision | 0 freight | 0 freight | 0 freight | 2 freight |
| | 5 Breda - Tilburg | 6 Breukelen - Utrecht | 7 Utrecht - Maarn | 8 Arnhem - Zutphen |
| 2010 timetable | 5 freight | 2 freight | 2 freight | 0 freight |
| 2020 priority decision | 2 freight | 2 freight | 0 freight | 2 freight |
| | 9 Elst - Arnhem | 10 Gelderm. - Den Bosch | 11 Boxtel - Eindhoven | |
| 2010 timetable | 0 freight | 2 freight | 5 freight | |
| 2020 priority decision | 2 freight | 4 freight | 5 freight | |



- Traffic via Kijfhoek – Betuweroute line – Emmerich
- Traffic via Amsterdam – Emmerich/Eindhoven and onwards
- Traffic in the direction of and through the south of the Netherlands
- Traffic in the direction of and through the north and east of the Netherlands

Freight routes

Every line represents a freight route. A freight route is a route allocated along a patterned grid for 1 freight train per hour per direction. 0 freight routes does not mean that there is no freight traffic but that freight traffic is infrequent and not timetabled.



Basic principles

Four general key points have been drafted with regard to quality of passenger travel and freight transport that are also relevant to the PHS:

- 1 High-frequency rail travel on the busiest Randstad lines;
- 2 Freight train routing that will remain usable in the future;
- 3 Cohesive regional public transport systems, of which rail travel – and Sprinters in particular – is the backbone, making sound use of the connections between buses, trams and the metro;
- 4 Journey times between different parts of the country that are as short and as reliable as possible.

Why the PHS?

Without the PHS, freight transport will continue to be concentrated on the Netherlands' busiest routes. By 2020, there will also be insufficient train capacity for passengers travelling at peak times. Without the PHS, we expect an increase in passenger travel of 27% compared with figures from 2008. The quality improvements included in this PHS will make travelling by train more attractive and the growth in passenger figures could increase by more than 40% compared with 2008. Freight transport can also continue to increase thanks to the PHS with growth expectations of between 66 million and 102 million tonnes a year in 2020. The social cost-benefit analysis from the PHS's priority decision scored positively.



Within budget

Implementing the measures on the three given corridors and those required for the additional freight transport capacity requires a total of €3 billion. An amount of €4.6 billion has been set aside for the total PHS budget, which also includes the OV SAAL route and modifications to the North Netherlands railway triangle.

Support

The priority decision boasts the support not only of the rail sector, but also of the provinces and urban regions involved. Community groups represented in OVW (a consultative body for transport and water management) and Locov (a national consultative body for consumer interests in public transport) have also shown their support for this decision. They all played an important role during the research stage and the decision-making process.



Follow-up process

The priority decision, which has been brought before the Lower House, consists of a set of general infrastructure and supplementary measures. During the phase preceding this PHS priority decision, the infrastructure designs were explored and realistic costs were estimated. The effects on stations, bicycle storage facilities, the environment and rail yards, for example, were also assessed.

Discussions in the Lower House will be followed by the next phase in which measures are detailed in final drafts. If required, a study of alternatives will be carried out beforehand, in which alternative designs are considered and compared. The local effects of the measures will be highlighted in the elaboration phase. The final design is subject to the current procedures for spatial planning and transport infrastructure. Public consultation on the final design is also possible.

During the PHS elaboration phase, too, there will not only be regular consultation with sector parties and local and regional authorities, but also with community groups and other stakeholders, ensuring that use is made of local expertise.

Depending on the outcome of the legal procedures, the eventual layout of the rail infrastructure will be determined on the basis of a project decision. This forms the legal basis for the national government to adopt measures, which can then be



implemented from 2012-2013 onwards. The frequency of passenger trains will increase in stages, depending on passenger volumes, the infrastructure completion time and other measures. The Ministry of Transport, Public Works and Water Management will have final responsibility for the PHS, while other parties from the train sector will bear responsibility for carrying out the work.



Consideration for the environment

The Cabinet's priority decision also pays attention to quality-of-life measures. More passenger trains and freight trains can also have disadvantages. From the very start, problems with level crossings, noise, vibrations and external safety have been included in all analyses.

Level crossings

There are standards regarding safety on and around level crossings that have been taken into consideration in the PHS plans and budgets. Although there are no standards for access to or near level crossings, the PHS will provide for it in the elaboration phase; a €100 million budget has been set aside for it.

Vibrations

There are no statutory standards regarding nuisance caused by vibrations. The Building Research Foundation (Stichting Bouwresearch), has developed target values relating to nuisance and damage to buildings caused by vibrations. These target values will be taken into account in the development of new infrastructure according to the Transport Infrastructure (Planning Procedures) Act. The PHS has earmarked €50 million to address any likely nuisance from vibrations.

Basisnet

The Basic rail network (Basisnet Spoor) lays down regulations relating to the transport of hazardous goods, both for carriers of hazardous materials and for councils that have plans for new construction around rail tracks. It seeks to ensure that risks will not reach unacceptable levels. These limits are a basic principle and a precondition for the PHS. Freight routing should stay within these limits. The main features of the Basisnet Spoor draft were presented in the summer of 2010. Any measures that may be required to stay within the limits will be taken, for which the PHS has set aside €20 million. This will be investigated further during the PHS elaboration phase.

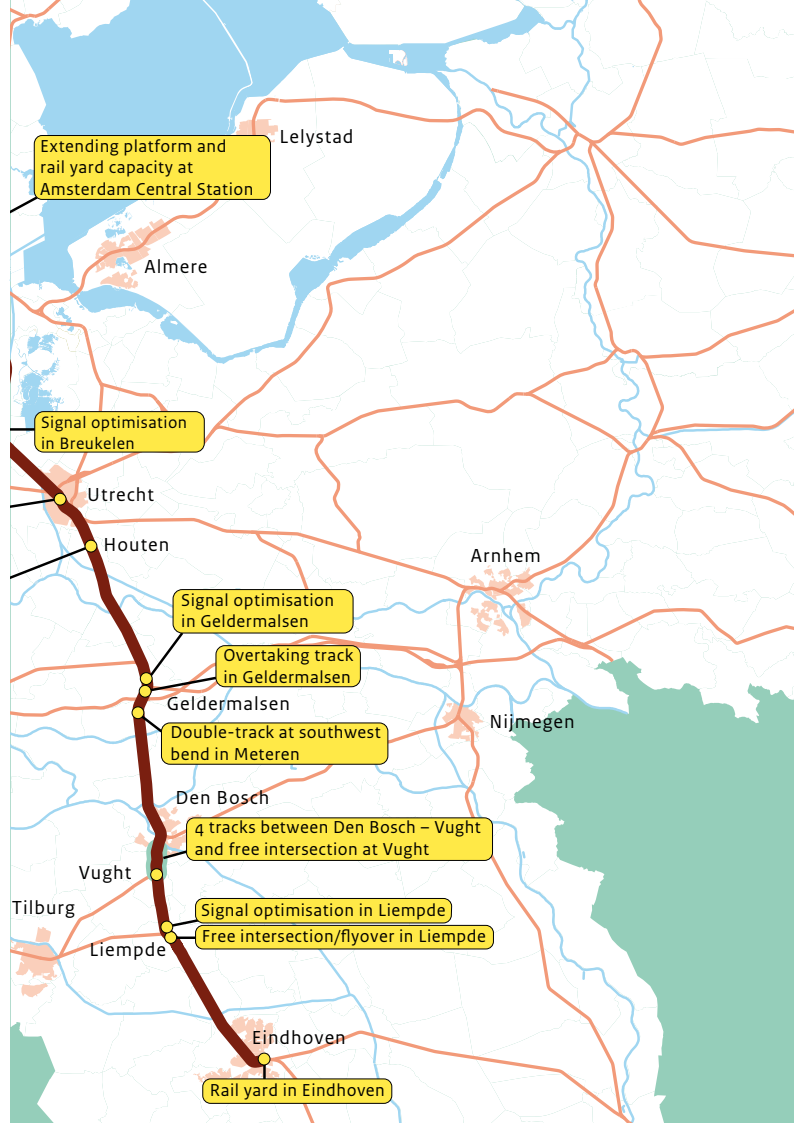
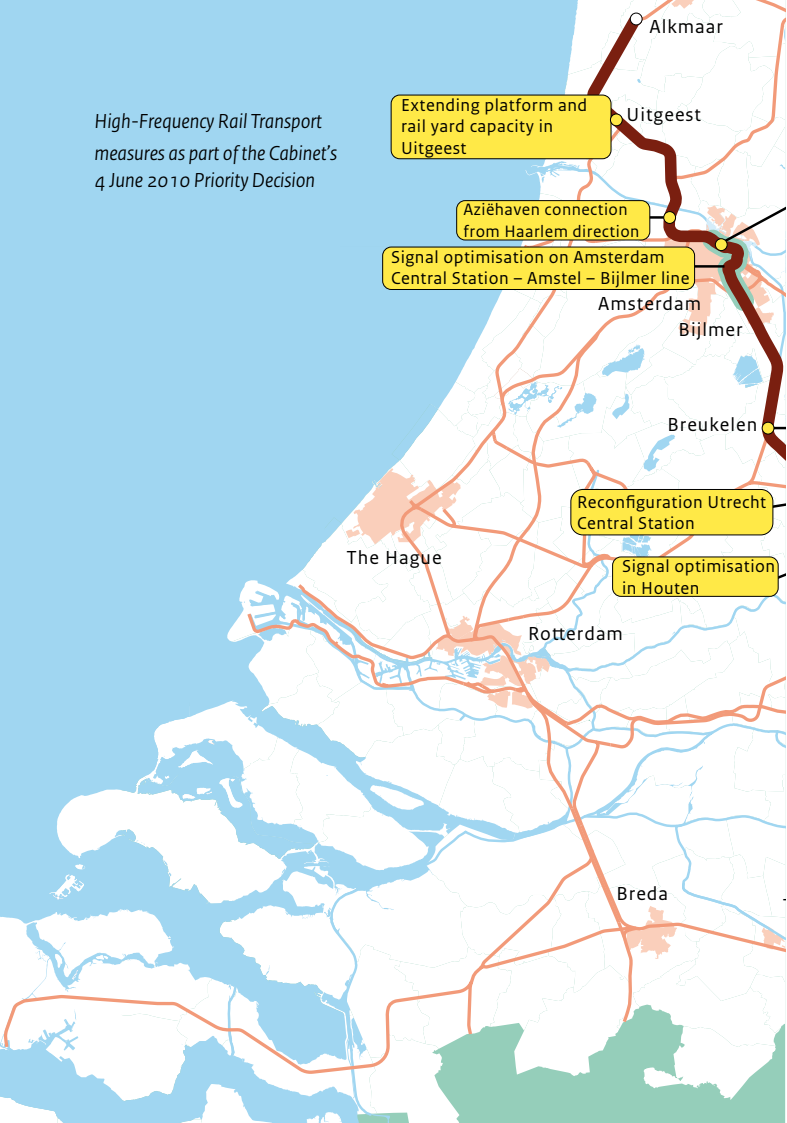
Noise

Noise production standards are determined by the so-called noise production ceilings that will be laid out in new legislation, for which the bill is being considered in the Lower House. The PHS adheres to the noise production ceilings from this bill. There may be more trains in future if they remain under these noise levels, i.e. if they become quieter or other noise reduction measures are taken. The PHS is already taking into consideration that rolling stock will become quieter in the period up to 2020. In addition to that, the PHS provides particularly for rail dampers and exterior insulation.

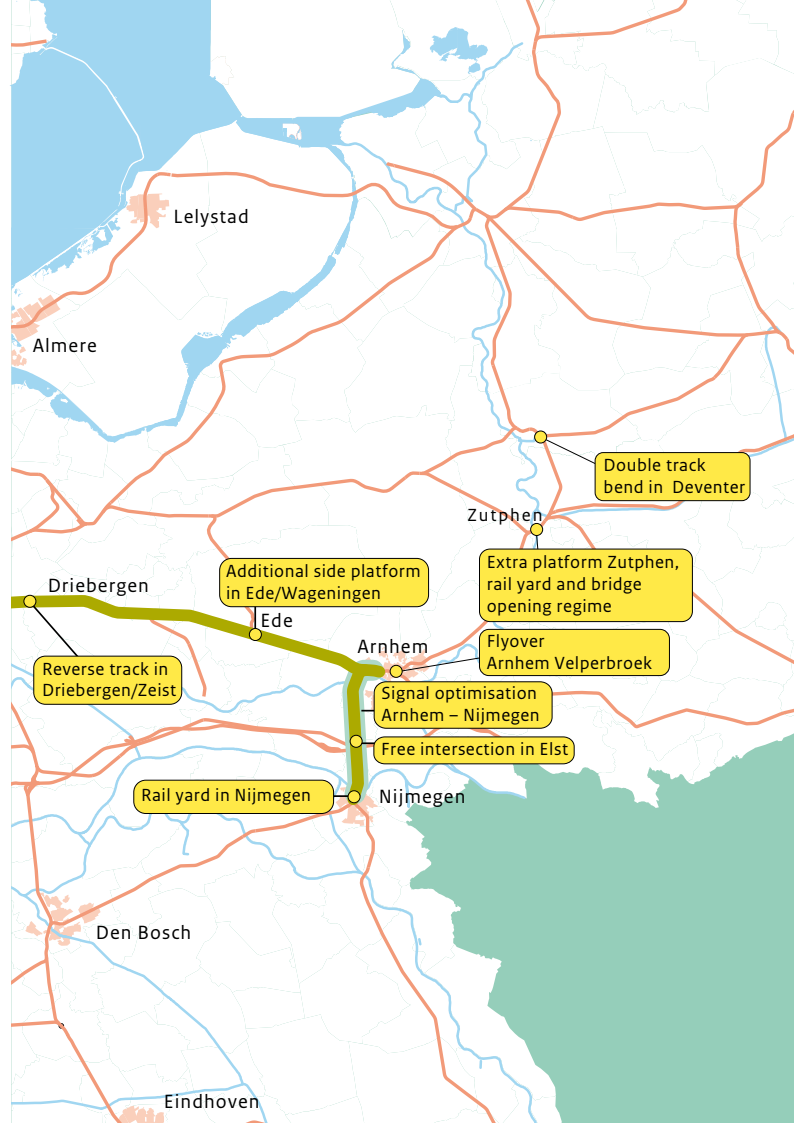
Concrete measures

The expected infrastructure measures required to facilitate an increased number of intercity trains, Sprinters and freight trains are indicated on the maps on the following pages. Moreover, there are other anticipated measures concerning level crossings (safety and accessibility), noise, external safety, vibrations, maintenance, rail energy supply, operation and adjustment, positioning and shunting capacity of passenger and freight trains, transfer options and bicycle storage facilities.

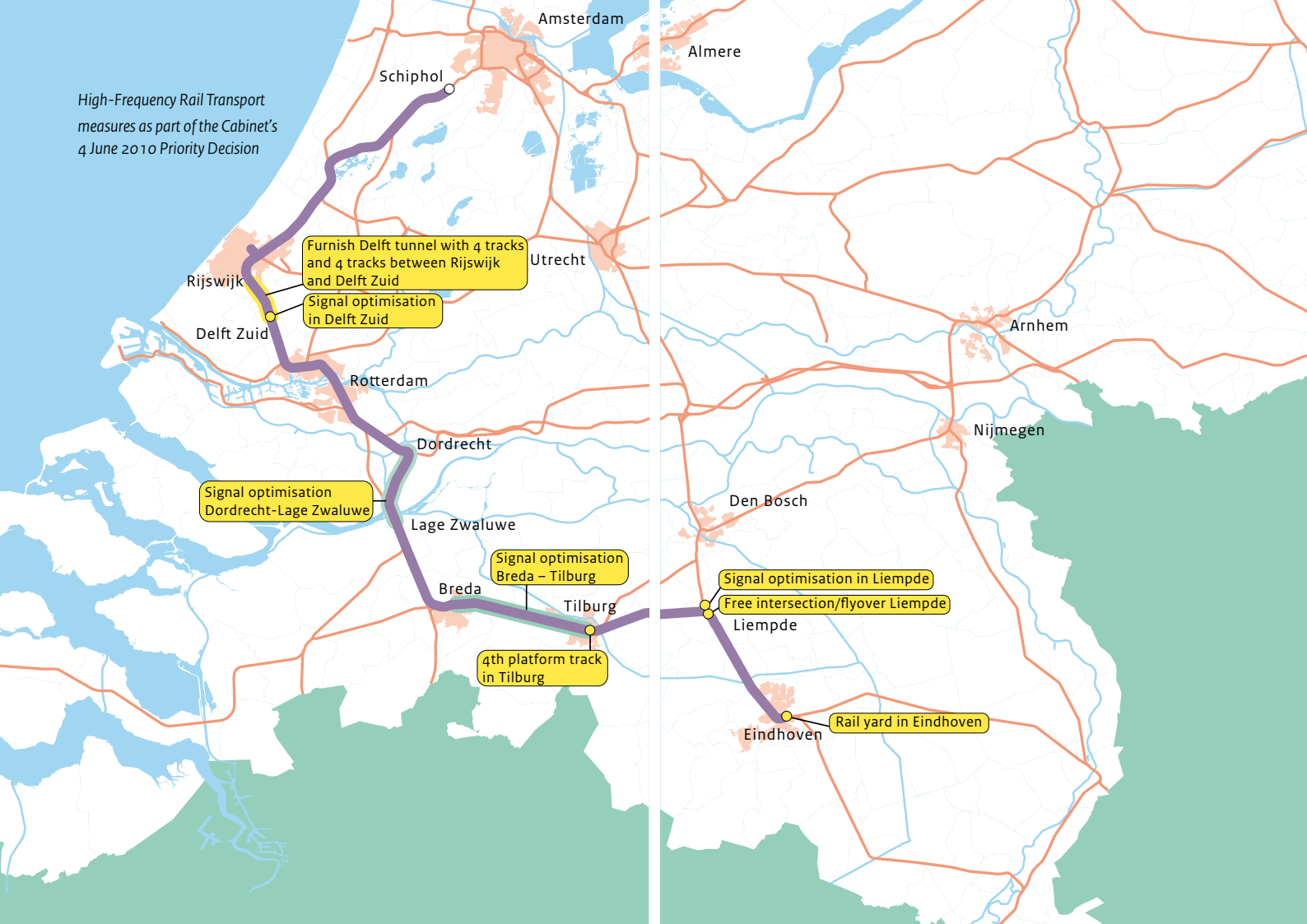
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measures as part of the Cabinet's
4 June 2010 Priority Decision



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In conclusion

Based on extensive reconsiderations, resolutions taken by the new Cabinet could influence the policy as expressed in the letter to the Lower House about the Cabinet's priority decision for the PHS. Should a situation arise in which excess costs or possible cutbacks are being considered in relation to elaboration of the PHS plan studies, the PHS can also be developed with fewer ambitions and investments.

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