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Cross-border services NL - DE

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Cross-border services NL-DE

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- ProBahn and Rover symposium on cross-border services – 14 November 2015
- 140 participants (!)
- Actual situation
- What is going to happen
- Lessons learned

What is going to happen? (1)

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- Groningen – Leer going up to hourly service 7 days a week. Bridge over Ems is broken. Arriva
- Fast train Groningen – Bremen?
- IC Amsterdam – Berlin every 2 hrs:
 - Nice increase in passengers
 - Fits in national timetable pattern DB and NS
- Bielefeld via Rheine to Hengelo will run in next franchise
- Enschede – Gronau is doing quite well

What is going to happen? (2)

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- Stopping service Ruhr area - Emmerich - Zevenaar - Arnhem. Abellio. Improvement of ICE?
- More train services via Venlo possible after doubling of single track Kaldenkirchen – Dülken. Arriva, NS and Eurobahn will improve connections in Venlo
- Heerlen – Aachen will be electrified, this makes a direct service Eindhoven – Köln possible
- New bus services going to be introduced

Lessons learned (1)

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- Enough commuters – either for work or study – are necessary to ensure income. Businessmen and tourists are a nice extra
- Cross-border services should fit in national timetable patterns and carry domestic passengers as well
- There are many legal and technical obstacles for cross border rail services

Lessons learned (2)



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- Differences in fare systems and electronic ticketing are a serious obstacle
- Strong co-operation between all relevant politicians, companies and transport authorities is necessary
- Consumer organisations can make the difference with their expertise and lobby possibilities

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Any questions?