

Disruption of rail service due to the closure of lines for maintenance work

Freek Bos - Rover

Rover. Van reizigers, voor reizigers.



Minutes of the GM in Brussels:

Freek Bos of Rover will be asked to present the lobby experiences in the Netherlands at a next General Meeting.



- We received more and more complaints and perceived more closure from 2010 and onwards
- 2010 Arnhem (Mannheim): 4 weeks closure
- 2011 Zwolle (Hamburg): 6 weeks closure
- 2012 Singelgracht accident: resulting in: extreme safety first
- "Just temporarily, all extension and enlarging of station will be finished in 2015"
- Rover: Well let's see.....

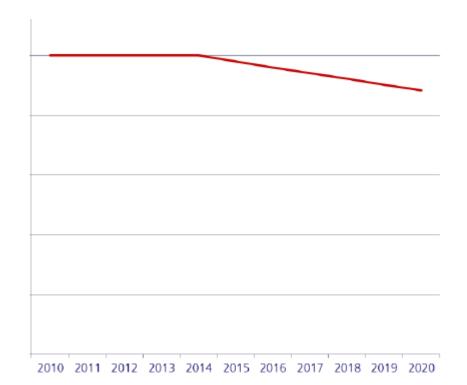


2013

- Working committee
- Independent chaired by Döbken: a former director at NS and NS Highspeed
- NS, ProRail, Ministry and Rover
- Passenger Delay Index (PDI)



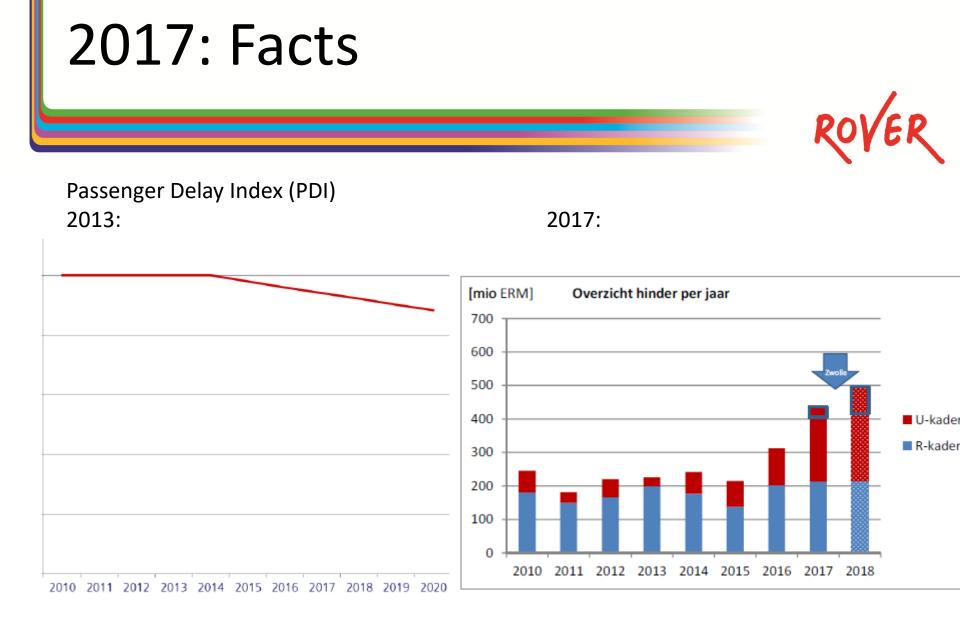
- Measure of experienced delays
- 2 different types:
 - Annual
 - Single case
- "Just temporarily, all extension and enlarging of station will be finished in 2015"

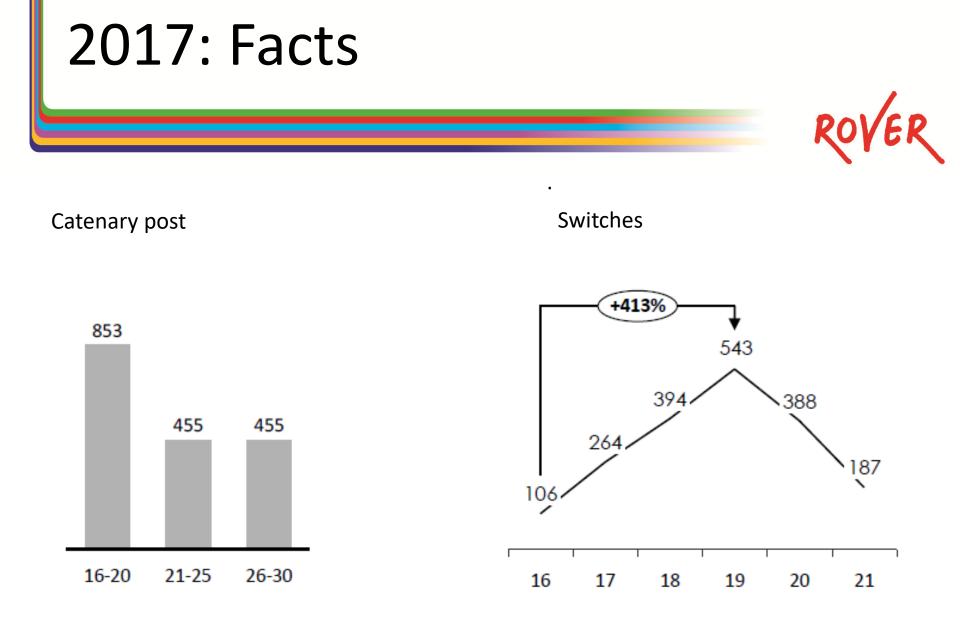




- Lack of budget: 475 million euro up to 2028
- Lack of time: more and more renewal work
- Lack of employees: overload of night shifts

 First decision by minister: to solve these problem, and especially the financial one: maintenance will be possible 24/7





Rover Lobby	
	ROVER

- We wrote a memo to the members of parliament
- Talked to all PTO's
- Talked with Strukton (contractor)
- Talked with ProRail

Results:

- Parliament ordered minister to clarify the disruption
- Working Committee "Future of maintenance"

Future of Maintenance

- Check on Safety measures: more proportional
- Check on most used closures: less impact
- Finance still important, but not number one
- Long term planning (5-10 years)
- Bundle different types of work in one closure
- PDI in tender for contractor
- Overall: searching for optimum in a triangle



