



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



#EUBorderRegions

Regional and
Urban Policy

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MY TRAIN JOURNEY

Where will I buy a train ticket?

Wich train will I take ?

Will I not miss the connecting train ?

How long does the train journey take between
Maastricht and Brussels ?





Train:
 1 hour 39 min
 06:51 Maastricht
 Randwyck
 Change Stoptrain too IC
 08:30 Brussel Centraal
 Trainticket € 23,30

Car:
 1 hour 21 min
 Afstand
 124 km
 Fuel Costs € 15,78
 Parking costs
 Environmental zone



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CONTEXT: SOUTHERN PART OF NETHERLANDS



- Inhabitants: **3,5 million**
- The Southern Netherlands has more borders with Germany and Belgium (**351 km**) than with the Netherlands (113km)
- Favourable location between Rhine-Ruhr area, Flemish Diamond and the Randstad conurbation
- Export-orientated & innovative economy



CONTEXT: HISTORY OF PUBLIC TRANSPORT

- 1 January 2001: WP2000 into force
- Tendering of public transport obliged
- Exclusive right to carry out public transport in a specific region



CONTEXT

PUBLIC TRANSPORT: CONCESSION 2016 -2031

- One tender of public transport in Limburg
- All train and busses (except intercity trains):
 In accordance with the national government
- An open contract, flexible with possibilities for further developments and improvements
- Duration: 15 years
- Tender won by Arriva



CONTEXT OF PUBLIC TRANSPORT: CROSS BORDER

4th Railway package:

- Open railway market
- EU rail traffic should not be obstructed by:
 - National borders
 - Technical issues
 - Safety regulations and procedures
- Chances for cross-border



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WHAT DO WE WANT TO ACHIEVE WITH EUREKARAIL?

1. Improved cross-border train travel in the Euroregion Germany, Belgium and the Netherland
2. Solution for 5 simple rail infrastructure bottlenecks and introduction of cross-border travel on 1 ticket at 1 price
3. So that residents of the Euroregion in Germany, Belgium and the Netherlands can travel between these countries more easily, more comfortably and more frequently.



WHAT IS THE BENEFIT?

1. Direct, international connections
2. Shorter, more comfortable travel times
3. Economic growth
4. Reduced CO2 emissions; better for the environment
5. Boost to knowledge interchange between universities and institutes



EUROPEAN GRANT AGREEMENT

Study project

- Study costs: € 9,515,000
- €4,757,500 grant (50% of costs)
- Project period: 16-11-2015 through to 15-11-2018
- Contribution from Province of Limburg €4,757,500
- Contribution from the Ministry of Infrastructure & Water Management, NVR and VRR public transport operators ≈ € 1 million

Implementation

- Dual track, electrification, measures in Germany
- Project costs: € 71.2 million
- 40% grant: € 28.48 million
- Completion before 2021



LEGEND

- EXISTING RAIL ROUTES
- BOTTLENECKS
- HIGH SPEED LINE STATION
- DAILY COMMUTING
- AIRPORT
- UNIVERSITY
- PORT

More trains per hour

750

BUSINESSES
Around 750 Dutch enterprises are located in the German federal state of Nordrhein-Westfalen, including more than 80 in Düsseldorf alone, and almost 50 in Cologne.

460 km

DUTCH-BELGIAN BORDER IS AROUND 460 KM LONG, WITH
● 1 IC CONNECTION
● 5 MOTORWAYS

KNOWLEDGE EXCHANGE

Knowledge triangle Eindhoven - Maastricht - Leuven - Aachen

University of Maastricht
16,861 students
8,599 international students

University of Leuven
50,700 students
10,058 international students

University of Aachen
44,517 students
5,342 international students

University of Eindhoven
20,000 students
1,413 international students

University of Liège
4,600 international students

POPULATION AND ECONOMY OF IMPORTANT TRADE ZONES IN 2016

RESIDENTS X MILLION	EMPLOYEES X MILLION	GROSS REGIONAL PRODUCT X BILLION €	
8.1	4.3	367	THE RANDSTAD THE NETHERLANDS
4.7	2.2	226	FLEMISH DIAMOND BELGIUM
11.7	6.0	466	RUHR GERMANY

SUSTAINABILITY
Fewer cars, 95% less CO₂ emissions
It is more climate-friendly to travel by train over longer distances than to travel by car. Travelling by train emits 95% less CO₂ than the average car.

111
1 JOURNEY
1 PRICE
1 TICKET
When travellers board a train anywhere in Belgium, the Netherlands or Germany, they should be able to pay the same price for a ticket that can be used in any of the three countries.



580 km

DUTCH-GERMAN BORDER IS AROUND 580 KM LONG, WITH
● 2 IC CONNECTIONS
● 7 MOTORWAYS

OPPORTUNITIES

20 minutes faster

EINDHOVEN - VENLO - DÜSSELDORF
BENEFITS
● DIRECT IC CONNECTION
● 1.2 MILLION TRAVELLERS/YEAR EXPECTED
● CURRENT TRAVEL TIME: ≥ 2 HOURS AND 6 MINUTES

25 minutes faster

EINDHOVEN - HEERLEN - AACHEN - COLOGNE
BENEFITS
● DIRECT IC CONNECTION
● 1 MILLION TRAVELLERS/YEAR EXPECTED
● CURRENT TRAVEL TIME: ≥ 2 HOURS AND 58 MINUTES

More trains per hour

MAASTRICHT - LIÈGE - LEUVEN - BRUSSELS
BENEFITS
● DIRECT IC CONNECTION
● SHORTER TRAVEL TIME

Direct connection

WEERT - HAMONT - ANTWERP
BENEFITS
● ELECTRIC TRAIN INSTEAD OF DIESEL
● SHORTER TRAVEL TIME

TRADE IN GOODS (ANNUAL)

German federal state Nordrhein-Westfalen → the Netherlands

€ 20,000,000,000,000

The Netherlands → German federal state Nordrhein-Westfalen

€ 37,600,000,000,000

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CURRENT STATUS: NL - D LINKS

Eindhoven – Venlo – Düsseldorf

- Aim to establish 1x per hour direct link from 2025 onwards
- Agreements signed between VRR and Noord-Brabant and Noord-Brabant and the Ministry of Infrastructure and Water Management
- Twin tracks between Dülken – Kaldenkirchen for 2 x per hour service



CURRENT STATUS: NL – D LINKS

Amsterdam - Eindhoven – Heerlen – Aachen – Cologne

- Letter of Intent with NVR, Dutch Ministry of Infrastructure and Water Management and Province of Limburg, autumn 2018
- EU grant awarded for infrastructure between Heerlen and Aachen (€28.6 million)
- 2 cross-border trains per hour



CURRENT STATUS: NL- BELGIUM LINKS

Antwerp – Hamont – Weert

- Studies concluded
- CEF application Infrabel accepted
- NL coalition government programme: ‘In line with the Belgian investment on the Antwerp-Hamont line, the connecting section Hamont-Weert will be reactivated for passenger trains, with co-financing by regional government’

Still to be done:

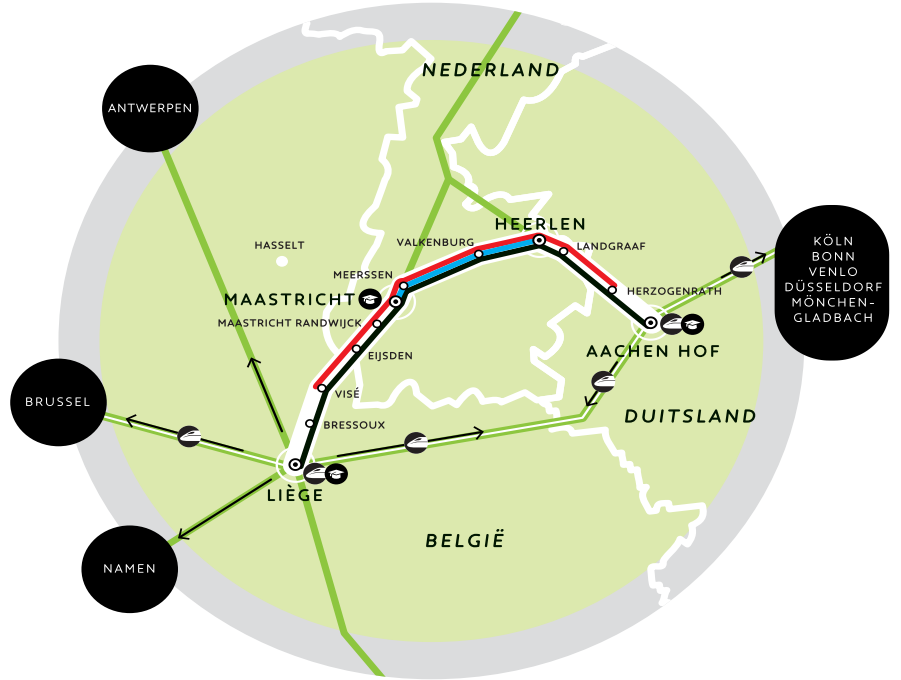
- Product evaluation by ProRail and Ministry of Infrastructure and Water Management
- Market consultation for operators



THREE-COUNTRY TRAIN

Objective:

- comfortable passenger transport between the cities of Aachen, Heerlen, Maastricht and Liège
- with high-quality rolling stock
- frequent scheduled operations
- ease of payment
- with a single ticket valid in Germany, the Netherlands and Belgium



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CURRENT STATUS: THREE-COUNTRY TRAIN

Aachen – Maastricht

Electrification completed on German and Dutch territory, Februari 2019
1 train per hour between Maastricht and Aachen and Aachen and Maastricht
Operated by Arriva, subsidiary of Deutsche Bahn

Maastricht – Liège

Discussions with concession awarders Federal Government (Belgium) and Ministry of Infrastructure and Water Management (NL)
Discussions with NMBS, NS and Arriva (operators)

Essential conditions are:

- Administrative support
- Technical feasibility
- Financial viability



CURRENT STATUS: SINGLE TICKET

- Maas
 - Open data
 - Linking multiple modalities
- Two promising strategies
 - Prepaid (Barcode)
 - Post-paid (IDBT/ABT)
- Pilot:
 - AVV- ETC: Token-based, accounts

Prepaid

- Barcode tickets
- Handy
- Online ticketshop und IPSI integration



Prepaid

- Barcode tickets
- Handy
- Erweiterung VRR app und IPSI integration



Post-paid (Account based)

- ID-registration
- Handy
- Erweiterung ETC (AVV) mitt ABT/IDBT (NL)



Post-paid (Account based)

- ID-registration
- Handy
- Erweiterung Nextticket VRR kombiniert mit Pilotprojekt - NL Swipe & Go



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EUREKARAIL: LESSONS LEARNED

- Quality process and safeguarding Grant Agreement
- Active lobby at international, national and regional level
- Provide the right decision makers
- Decisive approach by senior administrator
- Responsibility for the Grant Agreement conditions shared with agencies and partner organisations
- Governance essential for the project
- Contacts with INEA are essential
- A cross-border approach: empathy, listening to others, sensitivity
- Use of a logo with the power to combine stakeholders, and active communication in multiple languages
- Active joint media strategy





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