

**The Betuweroute is the principal rail connection for freight transport between the Dutch ports and Europe. More and more freight trains are using the Betuweroute to and from the European hinterland. In order to make even better use of this trading route in the future, the rail infrastructure between Emmerich and Oberhausen in Germany will be renewed and expanded to three tracks.**

Work will be going on between 2016 and 2023, with preliminary work starting in 2015. In the Netherlands, the rail sector is already making preparations to ensure that rail freight transport can continue without interruption and to keep any nuisance for the local environment to a minimum. This brochure explains what we are going to do, and what that could mean for you.

#### Steering Group for Third Track in Germany

The construction of a third track in Germany will have temporary consequences for rail freight transport in the Netherlands. In order to keep the impact on rail operators, shippers, industry and the surrounding environment to a minimum, we are working closely together with all the parties involved in the Steering Group for the Third Track in Germany.

The following bodies are represented in the Steering Group: the Port of Amsterdam, the Port of Rotterdam, the Strategic Logistics Platform (Strategisch Platform Logistiek), ProRail, Keyrail, local government authorities, rail operators and shippers. The Steering Group is chaired by the Ministry of Infrastructure and the Environment.

## Along the Betuweroute to Germany

### Capacity for more trains

More and more freight trains are using the 174-kilometre Betuweroute. The Betuweroute itself is well prepared for this: already some 70% of all freight trains between the Netherlands and Germany use the Betuweroute. However, that is not yet the case with the connection in Germany. At the border at Zevenaar, more than half of all international freight traffic is by rail and the maximum of 110 trains per day will soon be reached there.

Following modifications to the track between Zevenaar and Oberhausen by 2023 some 160 trains will be crossing the German-Dutch border every day. This increase in capacity will give the Netherlands a strong economic boost. The improved accessibility of the ports of Rotterdam and Amsterdam ties in well with the growing import and export opportunities via the ports.

What's more, as the Betuweroute will be able to handle more trains from 2023 onwards, rail freight transport can

be better managed and grouped together. By having only a limited volume of freight traffic to and from the Dutch ports using the rest of the rail network, sufficient capacity will be freed up for passenger transport.

### New track in Germany and in the Netherlands

The railway line in Germany is being expanded with a new, 70-kilometre stretch of track - the 'third track' - between Emmerich and Oberhausen. Acoustic barriers will be built along the new railway line, and the German railway management company will be modifying 11 stations as well as 47 viaducts and bridges. This work in Germany will start in 2016 and is scheduled for completion in 2023.

In the Netherlands we are laying 3 kilometres of new track between Zevenaar and the border, which will allow passenger trains and freight trains to travel on their own dedicated lines without any delays. We are also preparing the tracks, points and overhead wires for more train transport. This work will be starting in the Netherlands in 2015 and will be completed in 2017.

## Work on the Betuweroute

### Temporarily fewer trains on the Betuweroute

The work will mean a temporary reduction in the number of freight trains using the Betuweroute. This will require the necessary adjustments to be made by rail operators and shippers in the Netherlands, but the end result will be more capacity for freight transport from 2023 onwards.

Below follow details of when there will be reduced rail capacity.

### Fewer trains crossing the border at Emmerich

When?	What?
2015	<ul style="list-style-type: none"> <li>Two periods (of 10 and 7 weeks respectively) when only one track will be in use</li> <li>No transport possible on a number of weekends</li> </ul>
2016	<ul style="list-style-type: none"> <li>Only one track in use from 18 April to 18 October</li> </ul>
2017	<ul style="list-style-type: none"> <li>Only one track in use for one week each month</li> <li>Reduced or no transport possible during a number of weekends</li> </ul>

For a detailed schedule, view the year calendar at [www.prorail.nl/derdespoorduitsland](http://www.prorail.nl/derdespoorduitsland)



### More options elsewhere

We will endeavour to provide as much capacity as possible for rail freight transport, particularly by making diversions and using as effectively as possible the remaining availability on the Betuweroute. In all these plans our main focus is to cause as little nuisance as possible to the surrounding areas.

### What measures will we be taking?

- Increase capacity at other border crossings**  
 Trains will be diverted to cross the border at Venlo or Oldenzaal. That is why the regulatory measures guarantee that during the diversions there will be sufficient capacity for freight transport on the Brabantroute and between Deventer and Oldenzaal. We are also studying the possibility of modifying the track at Herzogenrath to allow freight trains to cross the border there. During this period no maintenance work will be scheduled on these diversion routes to ensure the trains can run freely along them. The transport of dangerous goods will be confined to the Betuweroute as far as possible.
- Better use of capacity on the Betuweroute**  
 We want to exploit as effectively as possible any capacity on the Betuweroute that will remain available during construction work. Normally 75% of the available rail capacity is used, while we keep the remainder free to allow us to manage rail traffic efficiently in the event of interruptions (such as contingencies or a train breakdown). By taking smart measures this percentage can be increased to 87.5% during diversion periods without compromising the robustness of the timetable.
- Cooperation to improve freight transport**  
 We are consulting with our German partners on issues such as the temporary use of alternative forms of passenger transport along the Venlo-Viersen-Hamm line. This will release more capacity for the diverted freight traffic.

## What will the Netherlands notice?

### Along the track

The train diversions will temporarily mean that there will be more trains running on other routes. We have analysed as far as possible the effect this will have on the surrounding areas and aim to keep this to a minimum wherever possible.

### What will those near the railway lines notice?

- Level crossings**  
 The level crossings will sometimes be closed more frequently and for longer. This has been carefully studied and will never lead to unsafe situations. On the Brabantroute we will manage the level crossings differently to limit the times they are closed. Together with the National Level Crossings Improvement Programme (*Landelijk Verbeterprogramma Overwegen*), local municipalities can take measures to improve safety and accessibility. The diversions could

form an extra argument for bringing forward any improvement works on the level crossings.

- Noise and vibrations**  
 The diversions mean that the areas along the diversion routes will be subjected to more noise and vibration. We encourage operators to use quiet freight trains, and also ensure that the statutory noise standards will not be exceeded anywhere. If there is a risk of this happening, we will examine appropriate solutions. We will also see whether planned noise reduction measures along the diversion routes can be brought forward.
- Transport of dangerous goods**  
 Dangerous goods will be grouped together as much as possible for travel along the Betuweroute, based on the Basic Network Act (*Wet Basisnet*) which will provide for the safest possible transport of dangerous goods. This Act will enter into force on 1 April 2015.

### The rail sector

This work will mean a temporary reduction in capacity on the railway line. In order to use the remaining capacity as efficiently as possible, a considerable effort is required on the part of the sector and good operational agreements need to be made between partners in the logistic chain. The work does mean that rail operators and shippers will be faced with higher costs. This too is a matter that needs to be discussed between the parties concerned.

### Continual monitoring

The measures for ensuring that freight transport can continue as smoothly as possible during the construction of the third track, have been meticulously planned and drawn up. We will also be continually monitoring their effects during the work and making any adjustments as and when necessary to keep everything running properly for rail operators, shippers and their customers. And we will of course keep a close eye on their effects on the surrounding areas.

### Do you want to know more about the changes to the Betuweroute, or do you have any questions?

Go to [www.government.nl/thirdtrackgermany](http://www.government.nl/thirdtrackgermany) and [www.prorail.nl/derdespoorduitsland](http://www.prorail.nl/derdespoorduitsland) Or call the Public Information Service (*Informatie Rijksoverheid*) on 1400 (local rate) You can also contact the ProRail public information service (*ProRail Publiekscontacten*) on +31 (0)800 - 776 72 45 (free)

### Disclaimer

The information in this brochure has been compiled with the utmost care. However, some information may no longer be up to date or may not be entirely accurate. We therefore exclude all liability for the consequences of any incorrect information stated herein.

### Edition

Ministry of Infrastructure and the Environment and ProRail  
 March 2015  
[www.rijksoverheid.nl](http://www.rijksoverheid.nl)  
[www.prorail.nl](http://www.prorail.nl)



# Better connection from the Betuweroute to Oberhausen

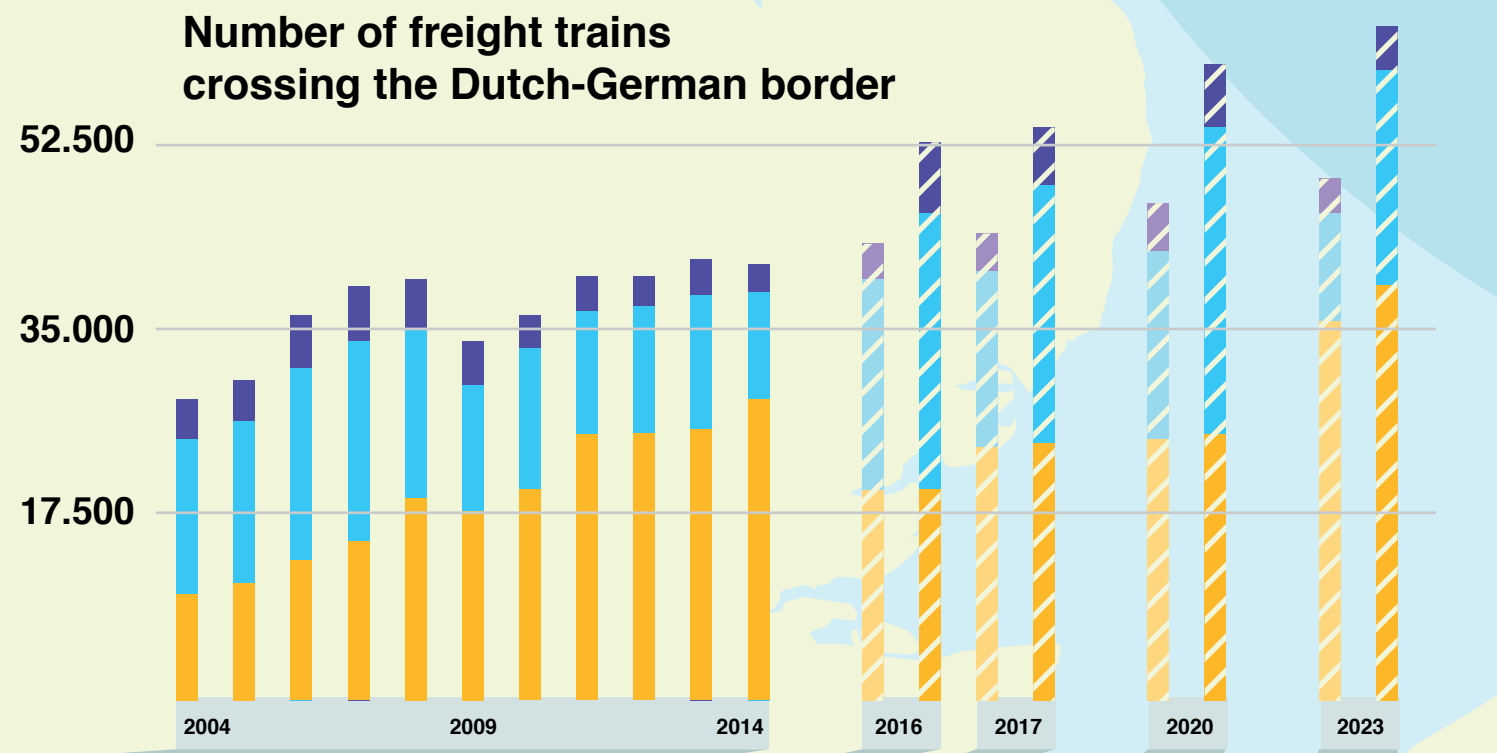
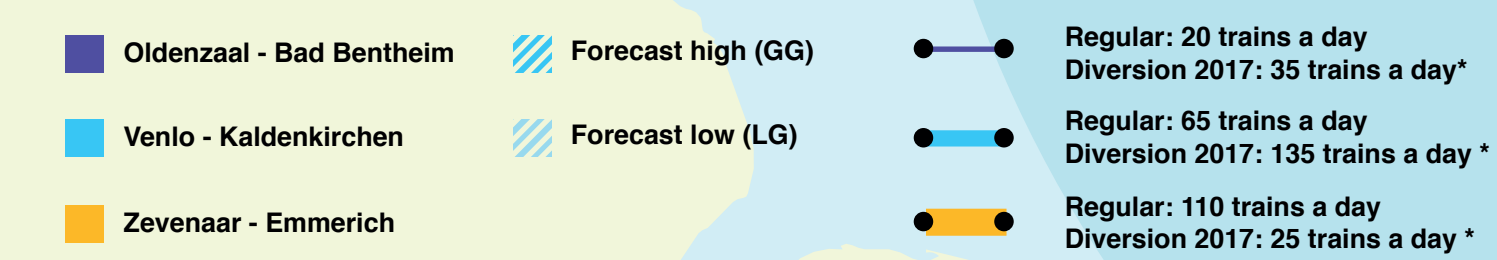
## Germany is building a third track. What does this mean for the Netherlands?



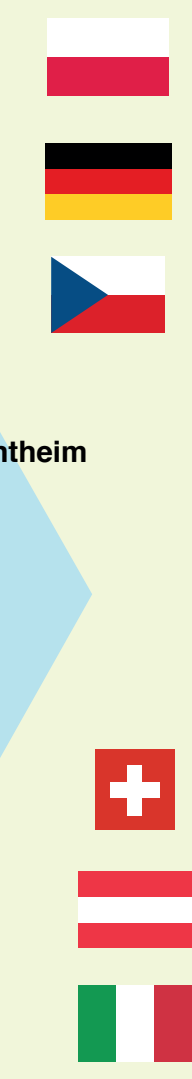
# Better connection from the Betuweroute to Oberhausen

**38.3 million tonnes transported each year through the Netherlands**

Each year millions of tonnes of raw materials and containers are transported across the Dutch-German border via the Betuweroute. From 2023 the capacity will be increased by more than 30% (from 110 to 160 trains a day).



\*Number of trains on an average working day according to the (maximum) GG forecast. Diversions will only apply during certain work periods.



**2015** Fewer trains on Betuweroute

**2016** During two periods (of 10 and 7 weeks respectively) only one track will be in use instead of two. No transport will be possible during a number of weekends.

**2017** From 18 April to 18 October 2016 only one track will be in use instead of two.

**2018** For one week each month only one track will be in use instead of two. There will be reduced or no transport possible during a number of weekends.

**2019**

**2020**

**2021**

**2022**

**2023**

For a detailed schedule, view the year calendar at [prorail.nl/derdespoorduitsland](http://prorail.nl/derdespoorduitsland)

**Construction of third track in Germany** A new third track more than 70 kilometres long is being constructed between Emmerich and Oberhausen. Acoustic barriers will be installed along the new track, and the German railway management company is modifying 11 stations as well as 47 viaducts and bridges.

**Construction of new track in the Netherlands** Work on the track between Zevenaar and the German border.

## Temporary adjustments for the rail sector

- Diversions via other border crossings**  
Sufficient capacity via other border crossings to allow uninterrupted rail freight transport.
- Better use of capacity on Brabantroute**  
Increase the available capacity on the primary diversion route towards Central and Southern Europe.
- Cooperation to improve freight transport**  
Enhance domestic and international cooperation in the rail freight transport chain.

## What will those near the railway lines notice?

- Level crossings**  
On the diversion routes, the level crossings will sometimes be closed more frequently and for longer. The safety of the level crossings meets the requirements.
- Noise and vibration**  
The diversions will mean that those living along the diversion routes will experience more noise and vibrations. We encourage operators to use quiet freight trains.
- Transport of dangerous goods (Basic Network)**  
The transport of dangerous goods will be grouped as far as possible on the Betuweroute.