Walke will be going on between 2015 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 surroundings to a minimum. This brochure explains what we are going to do, and what that could mean for you.

**Steering Group for the Third Track in Germany**

The construction of a third track in Germany will take temporary consequences on rail freight traffic in the Netherlands. In order to keep the impact on rail operations, 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 Port of Antwerp, the local municipalities, the rail freight companies and the rail infrastructure manager De Betuweroute. The Betuweroute is chaired by the Ministry of Infrastructure and the Environment.

**Better connection from the Betuweroute to Oberhausen**

Germany is building a third track. More and more 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. The Betuweroute itself is well prepared for this: already some 70% of all freight trains between the Netherlands and Germany use the Betuweroute. The Betuweroute is the principal rail connection between the city of Emmerich and Oberhausen. Accurate barriers will be built along the new railway line, and the German railway company DB Netz AG will take over the operation of the Betuweroute.

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 reviewed and expanded to three tracks.

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

- Better use of capacity on the Betuweroute
- Rail operators and shippers will be able to use the Betuweroute more efficiently
- More reliable transport services
- Rail freight transport can be better managed and grouped together
- By having only a limited amount of freight traffic to work on the Betuweroute, sufficient capacity will be freed up for passenger traffic.

**Work on the Betuweroute**

**Temporarily fewer trains on the Betuweroute**

The transport sector is currently operating about 50 freight trains on the Betuweroute. The Betuweroute will require the following temporary adjustments to be made to rail operations:

- Only one track in use between Bleiswijk and Osselon to Dordrecht
- Only one track in use between Venlo and Osselon
- Only one track in use between Arnhem and Utrecht

For more information, visit www.prorail.nl/derdespoorduitsland.

**What will the Netherlands notice?**

Along the Betuweroute, or do you have any questions? Call +31 (0)800 – 776 72 45 (free) or on 01400 (local rate). For more information, visit www.prorail.nl/derdespoorduitsland.
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).

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.

Number of freight trains crossing the Dutch-German border

For a detailed schedule, view the year calendar at prorail.nl/derdespoorduitsland

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.