



CONNECTING
KNOWLEDGE BY RAIL



CONNECTING
KNOWLEDGE BY RAIL



Responsible Partner:
City of Eindhoven (NL)

- Partners:**
- City of Venlo (NL)
 - City of Mönchengladbach (DE)
 - City of Düsseldorf (DE)

- Other organisations closely involved are:**
- Province of Noord-Brabant (NL)
 - Province of Limburg (NL)
 - International Airport Düsseldorf (DE)
 - IHK Düsseldorf (DE)
 - IHK Mittlerer Niederrhein (DE)
 - Deutsch-Niederländische Handelskammer (DE)
 - Kamer van Koophandel Brabant (NL)
 - Kamer van Koophandel Limburg (NL)
 - VRR, Verkehrsverbund Rhein-Ruhr (DE)
 - NS (NL)
 - ProRail (NL)

This list is exemplary and subject to change. The project activity involves all concerned stakeholders.

Contact:
Gösta Weber
 Project Manager RoCK
 City of Eindhoven
 T +31 (0)40 238 62 18
 g.weber@eindhoven.nl

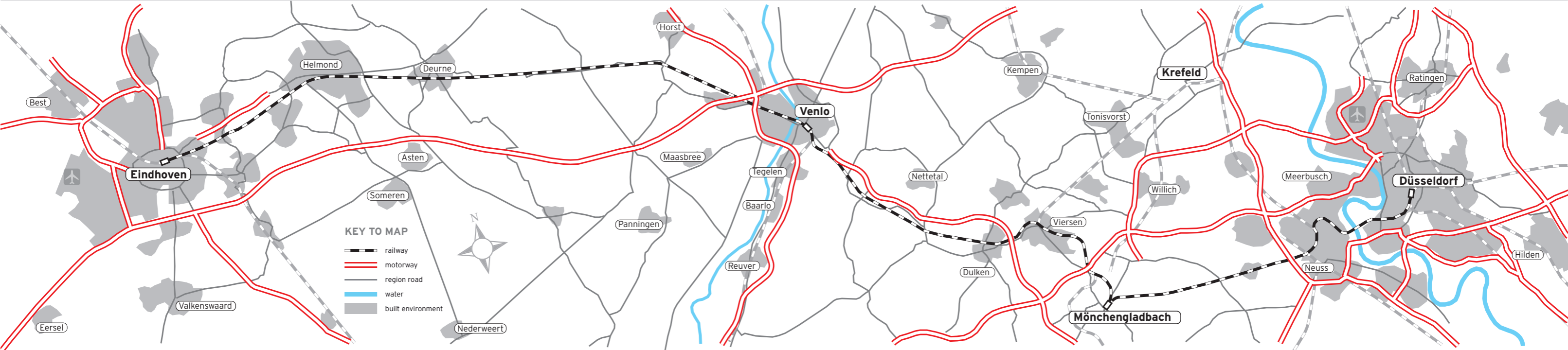
www.rock-project.eu

IC-connection Eindhoven - Venlo - Düsseldorf

improvement of the connection Eindhoven-Venlo-Mönchengladbach-Düsseldorf (by using existing rail infrastructure, and removing technical barriers)

RoCK (Regions of Connected Knowledge) is a major new European project which has secured € 5.9 million of European Regional Development Funding (ERDF) under the EU INTERREG IVB North West Europe programme. Innovation, future markets and economic growth need sustainable, highly connected transport networks regardless of national borders.





RoCK looks at improving railway connections between international knowledge regions and making them more user-friendly, including cross border and international connections. It focuses on getting the most out of existing infrastructure and developing smart solutions to improve the current transport networks.

One of the RoCK investments is a new rail service on the line Eindhoven - Düsseldorf. Aim of the investment is an Intercity service on the line Eindhoven, Venlo, Mönchengladbach and Düsseldorf, that will significantly improve the existing service in terms of travel time and quality.

Within the RoCK investment the necessary political support will be organised and service options taking German and Dutch timetables into account will be explored. Depending on the outcome small scale infrastructure adjustments will be realised to optimize the service options for potential train operators. Finally train operators will be asked to tender for the new service.

NEW MARKETS AND MODAL SHIFT

The new Eindhoven-Düsseldorf line will develop a new rail market and will reduce the market share of the car in this transport corridor. The new Maastricht - Brussels Express is a living proof that new train connections can create new rail markets and do instigate modal shift. Due to the lack of attractive public transport services, cross border traffic today is dominated by the car. In Maastricht's case 98% of all cross-border traffic in this corridor was car traffic. This is a huge market share that rail providers can tap into. Maastricht now has ca. 5 times more rail passengers than it used to have on this connection.

CONNECTING AIRPORTS AND RELIEVING THE ROAD NETWORK

The citizens of the Brainport region can choose between several regional and national airports. One of the popular choices is to fly from Düsseldorf. To date the first leg of this journey is carried out by car. The new rail connection Eindhoven-Düsseldorf wants to capture this market by servicing the airport directly. Thus relieving the congested road network and providing a sustainable travel alternative.

CONNECTING POLITICAL AND ECONOMIC CENTRES

The train service will contribute to the connectivity between two of the largest urban areas in Europe, the Ruhr area and the Randstad. As political centres Den Haag and Düsseldorf do serve approx the same number of inhabitants. Train services coming from the Randstad to Eindhoven start their journey in den Haag. A new service will probably be a cross-border extension of this existing service to Düsseldorf. Thus providing a sustainable and attractive train connection between to political and economic centres of European importance.

The RoCK partners have chosen to cooperate rather than to compete on this specific issue. The partners have a common understanding that good local, regional and interregional connections regardless of national borders are a precondition for sustainable economic growth in the future.